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PRIVATE RESIDENTS AT THE
HONGKONG WEEKLY
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ACKNOWLEDGMENT.

Mr. G. D. Mueso, of Shanghai, desires to
express his sincere thanks to all friends for
sympathy expressed, and for sending flowers or
attending the funeral of his brother, the late L.
A. Mueso.HONGKONG OFFICE: 10A, DES VERTS ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, DECEMBER 29TH, 1910.

In itself the revolt against the wearing of the queue among a people governed so strictly as the Chinese are by convention suggests a strength and energy of character and purpose which only those who know China well can perhaps adequately appreciate. In the last twelve months thousands of Chinese have taken this bold step, notwithstanding that the Throne has shown no inclination to commend it, except in the case of the military and the police. True, there have been reports to the effect that the Throne is prepared to issue a general Edict at the commencement of the next Chinese year sanctioning the discarding of the queue and a change in the national dress, but in an Edict issued a week ago these were referred to as "baseless rumours" and "all persons in official and educational circles and in every other walk of life" were enjoined not to listen and be deceived by them. This Edict was issued in response to a petition from the Peking Chamber of Commerce which stated that the commercial guilds in the metropolis and the merchants in the provinces had reported that the rumours of these impending changes had created "a very critical situation" in business circles,

and they, therefore, begged for protection. The meaning of this presumably is that the cutting of the queue is being followed by changes in the national costume which are seriously disturbing the piece-goods trade. That, however, is a matter which will speedily re-adjust itself, so far at least as the merchants are concerned, but if the adoption of foreign attire is a corollary of the "short crop," the effect on the great silk-weaving industry of the country would be serious indeed. Already the influence of the movement is felt and seen in the import of piece-goods from abroad, and we can quite appreciate the reluctance of the Throne to countenance a change which is likely to have a disastrous effect on the native weaving industries, to say nothing of the effect which the tyranny of fashion would be likely to have on the cost of living. So far as the queue is concerned, the Throne may be expected to acquiesce in the change sooner or later, if the pressure now being brought to bear continues. It will be seen from the report published in another column that the National Assembly recently decided by 103 votes to 28 to petition the Throne in favour of discarding the queue. Among a people so greatly under the influence of custom and convention as the

Chinese are the cutting of the queue implies a greater change than meets the eye. The severance of the queue and the adoption of the European style of dress may be taken to symbolise a release from the fetters of hide-bound tradition. It needs, as we have said, courage and some decision of character to make the change while there is yet no Imperial sanction for it, but rather strong discouragement, and it implies on the part of those who take the step a determination to look forward to the country's future, and not backward upon its past, as the custom has been for centuries. Down to quite recent date the queueless Chinaman was an object of reproach and derision in the country. But the times change and even China now is changing with them. The Imperial Edict from which we have quoted can do little to check what is evidently already a popular desire; it may indeed only serve to stimulate interest in the movement, for since the Throne has sanctioned these changes in the Army the Navy and Police, as well as in the Diplomatic Service we believe, public curiosity will be excited as to why the general adoption of these "improvements" is opposed. If the objection is seen to rest entirely on the economic results of the change, there will probably be little or no hesitation on the part of those who can afford it, to indulge their preference. Thousands in Hongkong would dispense with the queue to-morrow if an Imperial Edict sanctioning the change were issued to-night, but while the Imperial sanction is withheld we shall always see, even in Hongkong and the Foreign Settlements of China, at least ninety per cent. of the Chinese population wearing the queue and the time-honoured dress.

Sir Haviland and Lady de Sansmores and Mr. R. Ponsonby are staying at Government House.

Only one Court is engaged at the Magistracy this week, Mr. E. B. Hallifax being absent on leave for the remainder of the week.

A "Watchnight Service" will be held at St. Andrew's Church, Kowloon, on Saturday, at 11 p.m., to which all friends are cordially invited.

A European was at the Magistracy yesterday fined \$5 and ordered to pay \$1.50 compensation to a ricksha coolie for refusing to pay ricksha hire and behaving in a disorderly manner.

The naval officers who went home from the China Station to give evidence at the Bedford Court-martial are returning by the P. & O. steamer which left Marseilles on the 9th December.

It is satisfactory to learn that the gang of snatchers operating in the city has been captured by the police. A number of arrests have been made and it is expected that the men will make their appearance before the Magistrate very soon.

An accident not unusual in Chinese life in Hongkong was reported to the police yesterday. A woman while engaged in washing operations in her home tied her twelve months' old child on the bed so as to prevent him from falling off. Unfortunately the child slipped over the side of the bed without being noticed by the mother and was strangled.

Four men were charged at the Magistracy yesterday with being concerned in a highway robbery which took place on Christmas Day between Yau-mat and Kowloon city. They were alleged to have attacked a foki and taken from him twenty-eight pieces of clothing valued \$70. The complainant's story was that the four men, armed with revolvers and choppers, carried him up the hillside and robbed him of the clothing. Next day the clothing was found in a junk in Yau-mat Bay. It is thought that the charge is a false one. However, the four men were remanded.

Return of visitors to the City Hall Library and Museum for the week ending the 25th December shows that of non-Chinese there were 373 to the Library and 249 to the Museum, and of Chinese 145 to the former and 3,039 to the latter. The Library was, therefore, used by 518 persons and the Museum by 3,338.

Mr. Charles M. Connor, assistant director of agriculture in the Philippine Islands, has returned from a trip to Mindoro, where he investigated rubber conditions. He reports Mindoro an excellent country for both rubber and hemp, but with the one great drawback that the monkeys, wild hogs and deer create havoc among the rubber trees.

The owners of three Chinese craft were charged before Commander Basil Taylor, R.N., at the Marine Magistrate's Court yesterday, with being in the harbour of refuge at Causeway Bay without permission. The hearing of the case against the first defendant was adjourned. The second was fined \$3 or seven days' imprisonment, and the third \$1.50, or a similar term.

A writer in a London paper on "Changing Piccadilly" says:—Green Park House is one of the few buildings in Piccadilly, owned privately, that do not rely solely upon a number for identification. Its more renowned companions are Appleby House, Devonshire House, Bath House, and Rectory House. Green Park House is next to the Lyceum Club, and, as its name suggests, enjoys a magnificent view over the Green Park. It is now occupied by Mr. Ralph Bellies.

There was an official dinner at Government House last night, to which the following were invited: Bishop Montgomery, Mr. and Mrs. Kewick, Miss Cunningham, Mr. and Mrs. Robertson, Miss MacFarlan, Mr. H. E. R. Hunter, Rev. Leachester, Mr. and Mrs. Looker, Mr. Tomes, Mr. and Mrs. Wakeman, Dr. and Mrs. Stedman, Mr. Medhurst, Mr. and Mrs. Dickson, Mr. Balloch, Mr. and Mrs. von Wiser, Mr. d'Oettingen, Captain Agg, Captain Warden, Captain Boulton, Commander Casanovi, Captain Heard, Colonel and Mrs. Dean, Colonel and Mrs. Hamilton, Colonel and Mrs. Stapole.

THE NATIONAL ASSEMBLY AND THE QUEUE.

There were one hundred and thirty-three members present at the meeting of the National Assembly recently when a motion was discussed relating to the discarding of the queue. Among the visitors, numbering more than one hundred and fifty, were twelve foreigners. There were also present twenty representatives of the Press. The Hon. Lin (representing the Province of Kuei-chow) moved that the first business, viz., "Discussion in regard to the discarding of the queue and the change of costumes, and the proposed memorial to the Throne for the issue of an edict regarding the same," be proceeded with.

The motion was seconded and the representative of Kuei-chow said:—"I would suggest that the removal of the queue be begun among the following classes first, viz: the police, the student class and the military class. I would also suggest that as His Imperial Majesty the Emperor is the Commander-in-Chief of the army, it might not be a bad example if His Majesty could see fit to take the lead in the movement of discarding the queue."

The Hon. Yeh Hsi-tien (representing the province of Kansu) described his views regarding the subject, but owing to his dialect being unintelligible to the majority of the members his written speech was read out by the Secretary. It was to this effect: (1) He agreed to the removal of the queue; (2) He was against the changing of costumes.

The Hon. Lo-chieh (representing Hunan) described the inconvenience which would attend the sudden change of costumes. He was in favour of a change of costume to this extent that all material for the change should be of home product. He would think, however, that the latter subject should be left out of consideration for the time being. But he said the queue was useless.

The Hon. Yi Tsung-kuei (representing the province of Hunan) said it was very conspicuous that while all nationalities grew no queue, the Chinese alone of the queue. He disapproved the continuance of the queue.

After a lengthy discussion, during which some spoke in favour of retaining the queue, a ballot was taken and the results were:—103 members in favour of discarding the queue. 28 members against it. 2 neutral.

133 The majority being in favour, a resolution to memorialise the Throne to this effect was duly passed. As regards the change of costumes the question was left to the Throne.—Peking Daily News.

BIRTH OF WORLDS.

PROFESSOR'S NEW THEORY OF THE UNIVERSE.

"We have sent you cricketers, riflemen, soldiers, and casual statesmen from Australasia," said Sir George Reid (Australian High Commissioner), speaking at the Colonial Institute recently, "but this is the first time we have sent you a man on scientific mission."

Professor Bickerton, to whom his remarks referred, and who subsequently lectured on "The Romance of the Heavens," is Professor of Chemistry and Physics in New Zealand, and has come to England to explain his theory of the birth of new worlds. To enable him to do this, the Government of New Zealand has granted him the sum of \$300, to which the scientific societies and university officials and colleges have added another \$300, while the Governor-General of Australia contributed \$100.

TELEGRAMS.

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RAILWAYS IN CHINA.

PEKING, December 28th.

The representatives of four Powers have interviewed the Waiwupu concerning the Hukuang loan. The Chinese are not prepared to take up the loan.

A meeting at Chengtu decided to suspend the Ichang railway project and construct a line connecting Chungking and Chengtu and utilize a million dollars for the purchase of tugs similar to those at Hsutung and use them for the conveyance of materials to Szechuan.

GRAND COUNCILLORS

DENOUNCED.

PEKING, December 28th.

The Assembly is again denouncing the Grand Councillors without mentioning the necessity for a Cabinet.

OBITUARY.

Tokyo, December 28th.

Lieut.-Colonel R. W. Boger, R.A., British Military Attaché at Tokyo, is dead, having succumbed to an attack of pneumonia.

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS."]

THE SITUATION IN PERSIA.

AFRAID OF BRITISH ACTION.

LONDON, December 28th.

A telegram from Teheran states that the Minister of Foreign Affairs has resigned, giving as a reason his conviction that Great Britain will carry out her threat made in October (to herself undertake to preserve order in South Persia if the Government of the country fails to effect an improvement).

The Minister says the Government has not been able to achieve any important result.

It is understood, however, that a reply will shortly be sent to the British Government detailing the steps which have been taken.

NATIVE RISING IN THE CAROLINES.

GERMAN OFFICIALS MURDERED.

LONDON, December 28th.

It is reported from Berlin that a revolt of natives has occurred in the Caroline Islands, Magistrate Boeder, three officials and five natives having been murdered. The disaffection is said to be owing to roadmaking operations in progress.

The Acting-Governor and a large force arrived on the scene of the murders and found the remainder of the Europeans safe.

Three warships are hurrying to the spot.

MADAME CALVE'S CONCERT.

It is advertised to-day that Madame Calve, the famous French soprano, Sig. Gasparie, the Italian lyric tenor, and M. Jacques Piel, the Russian pianist, and party are to give a grand operatic concert at the Theatre Royal for one night only on Wednesday next. This is a treat which no one will willingly miss. For particulars as to the charges, which are necessarily higher than usual, we refer the reader to the advertisement. The booking is at S. Montrie & Co's.

THE DEVELOPMENT OF BERLIN.

The Berlin City Council on the 12nd inst. arrived at the important decision to contract a "North and South" railway across Berlin. The proposal was adopted unanimously, although it has taken the authors 12 years to carry it through. It is hoped that work will be begun immediately. The line will be only about four miles long with 11 stations, but as it is the first genuine transverse line, with its middle point in the very important and very badly served Friedrichstrasse, it may be the beginning of a revolution of Berlin communications.

MACAO.

[FROM OUR OWN CORRESPONDENT.]

MACAO, Dec. 28th.

RETROSPECTIVE.

The year that is now drawing to a close will be remembered here as a year of blood and tears, and it is sincerely hoped that 1911 will have better things in store and that it will be marked by peace and prosperity.

The Coloman affair brought many anxious days. It brought bloodshed and wholesale destruction of villages, but scarcely had the excitement created by that revolt subsided when the Colony was thrilled with the news that the monarchy of Portugal had been overturned in favour of a republic. The disturbing influences thus set up had their sequel soon afterwards in the revolt which took place in Macao itself. This was accompanied by the expulsion of the religious orders.

In such circumstances it is only to be expected that business would suffer, and it is no straining of language in stating that trade has never been so bad for many years as it has been in 1910. The closing of the banks, and the arrest of the merchants, has been followed by a general exodus of the trading community, and the future does not hold much promise of better things.

No progress has been made with the dredging of the harbour. Great sums of money have been spent without any result being visible. The four hopper barges bought at great expense are lying idle, and the grab has not been seen for many a day, notwithstanding the fact that a considerable sum is spent every month in wages.

EDUCATIONAL.

The Colégio de Santa Rosa de Lima is to be re-opened on January 7th with additions to the teaching staff. The new teachers are said to have excellent records.

THE OLD FLAG.

When the steamer *Sai An* came into harbour last Sunday flying the old Portuguese flag some people were inclined to create a disturbance and insist upon the Captain pulling down that flag. However, the Harbour Master was able to maintain order by explaining that the steamer was British owned and that Great Britain had not yet recognised the republic.

MISCELLANEOUS.

The importation of morphine will be prohibited in the Colony from the beginning of the New Year except under licence.

The two local newspapers which were suspended are to be allowed to publish again.

P. AND O. REPORT.

The net surplus of the year ended September 30, 1910, amounts to £275,961, including £66,483 brought forward. After deducting the amount of the interim dividends, the balance of a further payment of 23 per cent. on shares of the Preferred and 62 per cent. on the Deferred stock, together with a bonus on the latter stock of 3 per cent. The distribution for the year is therefore equal to 9 per cent. on the paid-up capital. A balance of £67,181 is carried forward. The report adds:—

Contracts were arranged in December last with Messrs. Caird and Messrs. Harland & Wolff for the construction of two steamers of the "H" class, which now appear in the fleet list under the names of the Medina and Malaga. These vessels are larger than their prototypes of the same class, their tonnage being about 12,000 tons. They will be delivered in time for the outward passenger season of next year. The directors recently invited tenders for two steamers of 11,000 tons, with adequate power, intended chiefly for the new Australian line to the Cape. They will have extensive accommodation for third-class passengers and emigrants. The directors recently acquired the steamers and business of the Blue Anchor Line, which held a highly respectable position in the Australian trade, via the Cape, for many years. The steamers, five in number, aggregating 30,000 tons, appear in their place in the fleet list. They were taken over at their original cost price, subject to an annual depreciation of the rate of 5 per cent. for every year they had been worked out approximately at £250,000. In addition to this sum the company paid Messrs. Lund, the managing owners, the sum of £25,000 for goodwill and compensation for the loss of management commissions, as the work will now be altogether in the hands of this company. The company have for some years been engaged in the Australian carrying trade by purely cargo vessels, but in a more or less irregular way. The purchase of the Blue Anchor line interest will consolidate a policy which circumstances have hitherto prevented from being other than of a tentative character, and will enable the company to participate in the emigration business with Australia, which is rapidly developing at the present time.

Opium shipments from India have fallen to zero, and other freights on cotton and cotton twist have been carried at lower rates than before, under the operation of contracts which it had been found necessary to accept rather than to come to a rupture with shippers. Altogether the freight, &c., receipts have advanced from £1,518,818 to £1,754,248—a favourable difference of £235,430.—The Indian business has probably been, on the whole, the best department of the company's work, but the Australian and China trades have also contributed to the improvement.

The coal account has been swollen by the outlay in procuring the supply of coal in Australia during a long strike of the miners, which threw difficulties in the way of loading ships. Depreciation amounts to £426,751, while the Suez Canal dues under the present reduced tariff, amount to £357,989—a greater figure than that of last year. The coal expenditure stands at £818,907.

The working account of the year enables the sum of £24,000 to be set aside after payment of the small dividend and bonus. The directors have thought it well to write off at once the £25,000 paid for the goodwill of the Blue Anchor Line, which will then leave the capital of this new business at a very moderate figure; and, secondly, to appropriate £59,000 as extra depreciation, in pursuance of the policy of strengthening the reserves. The balance to be carried forward will be slightly in excess of that brought forward.

LATEST STEAMER MOVEMENTS.

The C.P.R. Co's str. *Empress of Japan* left Yokohama on the 25th instant, at 3 p.m. for Vancouver and Victoria, B.C.
The I.G.M. str. *Lutetia*, which left here on the 30th ult., at noon, arrived at Genoa on the 27th inst., at 8 a.m.

EDUCATION IN SHANGHAI.

The Municipal Council at Shanghai has appointed a General Education Committee. At the inaugural meeting the Committee were addressed by Mr. Landale, Chairman of the Council, in the following terms:—

Gentlemen.—I have come on behalf of the Council to thank you for accepting its invitation to join this Committee. There has been some delay in the formation of the Committee, due to several causes, such as the absence on leave of both the Headmasters of the Public School and the Public School for Chinese, also to the fact that the Secretariat has been very short-handed during this summer. You will remember that at the last annual meeting of ratepayers in the course of my general speech on the Municipal finances, I said:—

"While on the subject of education, as the amount we have to provide for this purpose increases, and the question annually grows in importance, I think the time has arrived when we should review our position, and make sure that we are moving along lines suited to our needs. I am sure that the Council will recommend the incoming Council to appoint a Committee formed of ratepayers, who are interested in this subject and ask them to draw up a report on the whole question, and make recommendations for our future guidance."

What I had in view was the fact that the Budget which the Council was then laying before the ratepayers contained an appropriation of very nearly £75,000 to be spent on education. This sum did not include interest on the large sum spent in the past on land and buildings for educational purposes. I do not wish you to think that the Council considers this too large a sum. Far from it. We believe that in some respects the public good goes far for its money. But we foresee the likelihood of further calls being made and of our expenditure on education growing, and we want to assure the public that so far as it is possible and the money is being spent to the best advantage of the community.

This, therefore, is the reason that the Council has convened this Educational Committee. The Council hopes that the Committee may be able to compile a statistical summary of the educational work in progress at present in the Settlement, that is to say, a list of all Shanghai schools of both sexes, whether for European, Eurasian or Chinese children, with the number of scholars, scale of fees and curriculum of each.

With this as a basis, the Council is anxious to obtain a general report and recommendations as to education in Shanghai, and especially on the subject of the Rate-Aided Schools, as to whether existing grants suffice or no, and as to whether the system of issue of grants is adequate. In determining this I hope you will touch upon the point as to what call, if any, there is upon the ratepayers of Shanghai to provide funds for education.

It is needless for me to say that the fullest information will be furnished to the Committee as to all Rate-Aided Schools, and I have little doubt that voluntary and missionary schools will afford the Committee similar facilities for the enquiry.

ELECTION INSURANCES.

There was practically no change yesterday, says *The Times* of the 6th inst., in the rates at which election insurances were effected at Lloyd's. Eighty and 20 per cent. were quoted to cover the payment of a claim in the event of a ministerial and Unionist victory respectively, that is to say, the betting was still 4 to 1 on a majority for the coalition parties. As a matter of fact, the net Unionist premium was slightly higher, but that represented nothing more than the turn of the market.

It would be a mistake to suppose, from any prominence given to these quotations, that the great majority of underwriters have abandoned the speculative practice of making insurance for the success of election insurance, and that they have made themselves as great authorities on the state of the political parties as they often are on the points of a ship; in times like the present, when political feeling runs very high, many underwriters have no objection to participating if the rates seem tempting; but the bulk of the business is confined to a very few who, by skillfully making a book, are able to ensure a profit whatever the result may be. In this way a clever man with a large connection may find that election insurances are a good deal more profitable than insuring cargoes in first-rate liners. Orders come to Lloyd's from many sources, because, though it is understood that some leading underwriters have recently drawn the line at times, it is widely believed that there is a market there for almost any risk; that belief has a basis of fact, though essential conditions are that the premium is satisfactory and that the business is not against the public interest.

STOCK EXCHANGE BETTING.

The elections have given rise to a certain amount of betting among members of the Stock Exchange. Most big "sporting" events receive some attention in the "House," especially from the younger and more light-hearted section of that body, and a General Election, in the result of which everything is more or less undecided, is particularly attractive to the alacrity of betting men. To back one's own side by betting on his success has from time immemorial been a characteristic of the British people. The Stock Exchange is, of course, predominantly Unionist, and most members who bet on the elections would no doubt be prepared to take odds which, from the cold business point of view of a professional, would seem extravagant, but, just as a University man support Oxford or Cambridge on terms differing widely from the actual odds reported in the sporting papers.

As regards this election, it is believed that the betting has been to some extent controlled by what could be done at Lloyd's in the more businesslike form of insurance. Until Mr. Balfour's great speech at the Albert Hall 5 to 1 against a Unionist victory were the current odds in the Stock Exchange. Since then the Liberal-Labour-Socialist combination has "gone back" in the betting to about 4 to 1. Yesterday's endeavours to get 5 to 1 offered them were made by Unionists without success. As a species of "side-show," Unionist bets of 5 to 4 on Mr. Balfour Law for North-West Manchester were offered, and were, we believe, taken by indignant Liberals.

Another form of betting, dealing in "majorities," which has been amusing the "House" for some days, will probably cease, as it has led, it is feared, to real gambling by clerks who did not realize what they were doing and lost what they could not afford. The game was rather a pretty one, with a pleasing resemblance to real Stock Exchange transactions, which, no doubt, was part of its attraction. The game consisted in dealing in the "Government majority at the figure thought probable from day to day by such members as chose to join in it. At first Unionists "sold" the majority at 120 or less; but the "price" speedily fell to 100, recently to 80, and after Mr. Balfour's speech to 40, a sufficiently fantastic *abdicata*. As, however, every fall of 1 meant a profit of £1 to be paid to the seller by the buyer, it will be easily seen that to a poor man the loss if he dealt "the wrong way" might be serious.

PARIS LETTER.

[WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS."]

December 2nd.

THE LATEST FLOODS.

Judging from the latest reports the floods have got the upper hand of the authorities, and an awful state of things prevails throughout the country. The incessant rain—and it is a wonder where it all comes from—is laying the Provinces in ruin. Parisians have lost to complain about, as the Seine has practically ceased to rise. The situation, however, in the departments is nothing short of alarming, and matters are increasing in gravity hourly. In several places it has been found necessary to close factories which have been flooded out, in consequence of which thousands have been thrown out of work, and at this time of the year this is a most serious matter, as can be readily imagined. In consequence of the river Orne overflowing, the streets and buildings of Caen are flooded. It is with the greatest difficulty that families have been rescued from their homes; those who are not in immediate danger are dependent for their food on what the floating boats and punts are able to bring.

Actually, the coasts of the three principal banks are flooded, and clerks have had to hurriedly desert their lodgers for the pumps. Traffic has been brought to a standstill, owing to there being four feet of water in many of the streets. Near Vendôme, another important agricultural district, a huge mass of earth has slipped down from a hillside, carrying away a house and burying six horses. In the rich valley of the Loire, the situation is also disastrous. At Nantes, no fewer than forty factories and workshops have had to close—5,000 men being rendered idle. All navigation and loading has been suspended, so that there is no work either for dockers. The railway service between Nantes and Angers—two very important commercial centres—has stopped running; riverside villages are totally surrounded, while whole farms have disappeared beneath the rising water! At Angers, traffic has been abandoned; light, too, is lacking, and 5,000 inhabitants are isolated in their homes, expecting every moment to have to abandon the same and escape as best they can. Floods, too, are very extensive and disastrous throughout Brittany. The suburb of Mont-Jean, near Angers, has been completely swept away by the flood, and the loss of life, etc., is reported to be appalling. Nothing seems to be able to keep back the waters, the torrents are sweeping everything before them. Parisians are closely watching the Seine, which is not to be trusted for one minute; on the contrary, the incessant rain and the provincial torrents rise in the Seine, for cause another serious rise in the Seine, for which ample preparations are being made. For the moment, the perilous state of the Provinces occupies the paramount attention of the Government. Everything is being done to help those in distress, funds are being raised, food and clothing collected and sent by the quickest route to the ruined districts. It is with the utmost difficulty that such places can be reached or approached. There is no lack of heroism. Frenchmen at such times, know no danger. Soldiers, sailors, firemen, as well as civilians, are working night and day, rescuing the thousands of unfortunates whose safety is so seriously threatened.

THE CLASSIC ROMANCES.

A Paris contemporary has been making inquiries about the popularity of the classic romances, and a sorry report is the result. One of the leading booksellers of this city says of Dumas père: "He still sells to a certain extent, the 'Monsieur de la Roche' for example. As to Eugène Sue, he is now a name, and still maintains popularity; but his other works have gone to make tobacco corners or paper wrappers. Balzac is one of the writers who still has a hold upon the people, 'but' said the bookseller, 'that would not probably be for long. His complete works sell only with difficulty.' Asked why the classics of Dumas père, George Sand, and Balzac had ceased to have a hold upon the popular mind, the Paris bookseller said the cause, or rather causes, were many. Cigarettes, automobile, cycling, aviation, the abuse of sports, and over-production are the chief factors responsible for this degeneracy. Men and women still write, but if things go as they are, 50 years hence people will still continue to write, but there will be no readers.

SCARCITY OF GAME.

Certain categories of game are becoming so scarce in France that the Central Society of French Hunters is agitating for protective measures. It asks that the closing of the hunting season shall be advanced for hares and partridges, and a close season instituted in Algeria for quail. M. Georges Bégot, the secretary of the Society, points out that whereas, in 1908, 360,000 partridges and 140,000 hares were received at the *Halles Centrales*, or Paris Central Markets, the numbers fell in 1909 to 310,000 partridges and 120,000 hares. If these are not to be exterminated, the season must be materially shortened.

The Mayor of a little *Commune* or parish in the Hautes-Pyrénées is a lover of animals. He has just issued an order which shows more consideration for birds and beasts than for human beings. The order runs as follows:— "Whereas certain young people of the *Commune* are accustomed on Sundays after Mass to dance, the noise that they make frightens the fowls and animals of the village, with the result that there is a considerable loss. He now forbids dancing on land belonging to the *Commune* during such hours as the domestic animals may be taking their rest."

HERO-WORSHIPING IN FRANCE.

In France there is a happy way of commemorating greatness, native or foreign, if in any way connected with France. For eight years Benjamin Franklin was the American Ambassador in France, and he set the first lightning conductor in that country on the Hotel Valentinois, where he was the guest of M. de Chamaud. In time the house and grounds disappeared, and a church of the "Brothers" occupied the spot; but a commemorative tablet was inserted in the wall. Then the church gave place to some fine houses, and once more Franklin is commemorated. The tablet reads:—"Ici devait un pavillon dépendant de l'hôtel Valentinois. De 1777 à 1785 Benjamin Franklin y habita et y fit placer le premier paratonnerre construit en France." (This translated reads: On this site was a wing of the Valentinois hotel. From 1777 to 1785 Benjamin Franklin resided here and had fixed to the building the first lightning conductor ever built in France.) Beneath is a medallion of the physicist-statesman.

"NOSES THAT SUFFER."

The latest Society—and their name is already legion—to come into existence in Paris is "The Association of Noses that Suffer" (nothing like being original), the object being to suppress objectionable odours. "The black list" of the Society includes not only the "evil smells of railway trains, motor-cars, garbage receptacles and drain pipes, oil refineries, tanneries, soap factories and chemical works, but also the morbid and sickening scents to some extent countenanced by fashionable society, such as patchouli and all those into which musk enters. Even smokers, fish vendors, and chefs will be admonished to keep the peace more strictly by less disturbance of sensitive olfactory organs.

TELEPHONE DIRECTORY.

They do some things in France better than in any other country. The telephone directory is a case in point, and the administration is about to make an innovation, whereby, for a payment of 5 francs, subscribers to the telephone are able to insert after their name a note indicating the hours of reception, consultation, and the time of opening and closing business.

VICTOR HUGO, ADVERTISEMENT WRITER.

It may not be generally known that Victor Hugo used to draft the advertisements of his own books, instead of leaving the task to his publishers.

THE RED CROSS SOCIETY.

The Red Cross in France has a department for the special training of dogs, and through its efforts they are taught to search out the wounded and draw attention to their location. Untried work has trained them not to bark or howl when coming upon a wounded soldier, but to retrieve some object belonging to him and carry it to the first Red Cross worker that can be found. When the worker takes the object from the dog's mouth the animal turns about and leads the way back.

UNDESIRABLES.

The undesirable of Paris are chiefly to be found in the cosmopolitan quarter of the French capital, in the vicinity of the Hotel de Ville, described as a poisonous toadstool. Whole streets in that part of the "Ville Lumière" are occupied by a weird population in picturesque but ragged garments, who swarm at the portals, perform their toilet in the open, and carry on conversations from one house to another in baritone and guttural tones. These exotics seem to come from everywhere—Russia, Roumania, Poland, Syria, and the little Balkan States. They have their cafes and restaurants, and mean and obscure shops where they carry on some trade. The street cleaners scarcely dare to enter these narrow streets, where are accumulated malodorous pyramids from the houses. Needless to observe that these undesirable foreigners are obstinate refractory to the most elementary laws of hygiene. Their proximity is a source of annoyance to the dwellers in the St. Germain quarter, who demand their expulsion, but this seems a difficulty beyond the powers of M. Lépine.

A FAMOUS RESTAURATEUR.

By the death of M. Oréol Paris has lost one of its most noted restaurateurs. He was the proprietor of the well-known restaurant in the Rue Richelieu, which went by the odd name of "Le Grand U." It was the favourite resort of a famous Parisian group, Gambetta and others, and the common idea that a large number of the men are foreigners is absolutely erroneous. A London newspaper the other day was kind enough to publish a description of the man which is daily placed before the public, smiling happily. "In this was the cheerful man, 'Ice-cream served three days a week.' The next day we had three applicants for enlistment."

LONDON TO PEKING IN 94 DAYS.

CHINA ACCEPTS RUSSIA'S RAILWAY SUGGESTION.

The *Frankfurter Zeitung* says it is in a position to state that it is the intention of the Russian Government to build a railway from the Baikal Lake, on the Siberian line, through the Gobi Desert to Peking direct. It is further stated that China consents to this plan.

When built this line will enable travellers to journey from Berlin to Peking in eight and a half days, or from London in nine and a half, the road being curtailed by over 600 miles.

The only really novel portion of this statement, says a Berlin correspondent, is that which declares that China is a consenting party. It will be remembered that this railway through the Gobi Desert was spoken of at the time that the "American Government" made their famous proposals for the neutralisation of the Manchurian lines, and that at that time China showed some opposition; nor is it quite correct to say that the Russian Government will build the entire length.

Russia's share will be the portion from Lake Baikal to Kichotcha. It is pretty certain that the 900 miles from Kichotcha to Peking in Chinese territory will be built by the Chinese themselves. For this purpose, however, they must borrow money.

A further statement in the *Frankfurter Zeitung* that the new line will be built by 1913 is exceedingly improbable even when we take the fact into consideration that no engineering difficulties are to be encountered.

AMERICA'S FUTURE.

STRIKING CENSUS RETURNS.

Washington, Dec. 4th.

It is estimated that the thirteenth American census, now being completed, cannot be published until next Friday, but it has been ascertained on the highest authority that the total population of the United States, counting Arizona and New Mexico as States, stands now, roughly, at 90,500,000. The Eastern States more than hold their own, but while the cities and industrial centres developed amazingly the States of the Middle West, where the farming regions are situated, absolutely declined. It is hardly possible, I am assured, that the figures yet to come will materially alter this vital characteristic. On the other hand, the Far Western States increased greatly—Colorado 48 per cent., Oregon 62 per cent., Nevada 93 per cent., and Idaho 101 per cent.

In 1900 the gross population of the United States was 76,000,000, and of the 14,500,000 old increase nearly 10,000,000 is represented by emigrants from all parts of the world, enormous numbers coming from Southern Europe. The Irish have been the most numerous immigrants from the United Kingdom since the famine of 1845, and so long as the Irish have been declining ever since the Roman Catholic clergy of the United States issued statements to the effect that the conditions of Ireland have so much improved that people have just as good a chance of making a respectable livelihood in Ireland as here. Irish servant girls still arrive in large numbers, but so much work is required from them for their low wages that they are never satisfied, and come home frequently to their native land.

Over one-third of the negro birth-rate, as compared with the white, we must await the full return.

The question of keenest interest aroused by the census is: Can the country absorb immigrants at the rate of nearly 1,000,000 a year, and do not those who have come here during the last decade—nearly two-thirds of them, probably—represent, by reason of their political ignorance and immaturity, a source of danger to the community, lowering its tone, and providing materials for demagogues to exploit? These persons here who are best able to comment on this question admit that a tremendous experiment has been undertaken, and that experience may show the necessity of curtailing certain classes of European immigrants who have been welcome here chiefly because they will perform hard and other work which is scorned by the native Americans.

It was hoped that the hordes from Southern Italy, Russia, and elsewhere would distribute themselves evenly throughout the big cities. New York alone contains over 200,000 Italians.

Five years ago high economic authorities pronounced that within thirty years the chronic evils and problems of old societies and crowded countries, such as we know them to-day, would have disappeared on the continent of America, and the census returns, so far as they are forthrightly open to support that view. Americans generally are great optimists regarding the future of their country, and if it is found that the experiment of absorbing European outsiders does not answer they may revise the immigration laws as many now demand.

It is certain, according to the census authorities whom I have consulted, that many people living will see 250,000,000 of people dwelling between the Atlantic and Pacific oceans by the same government, and, if we absorb and educate all the newcomers, speaking the same tongue.—*Daily Telegraph*.

AMERICAN OFFICERS IN LONDON.

HEARTY WELCOME FROM THE CITY.

"It is my privilege to propose the health of our honoured guests—Admiral Murdoch and the officers and men of the United States Atlantic Fleet, now visiting the shores of old England."

In this fashion the Lord Mayor rose to welcome the American naval officers who were entertained at luncheon by the City Corporation in the Guildhall yesterday.

A hundred and twenty American officers in blue and gold shoot hands with the Lord Mayor and Lady Mayoress at the preliminary reception in the Guildhall Library, which was brilliant with the uniforms of distinguished British officers and the robes of City dignitaries. Vice-Admiral Sir George A. Callaghan and a score of other representatives of the British Navy, with statesmen, famous lawyers and City men, joined in the enthusiastic greeting.

After the Lord Mayor had proposed the health of the City's guests, Admiral Murdoch rose to reply, and in what the American Ambassador, who followed him, described as "straightforward, downright sailorlike fashion."

After thanking the City of London for its hospitality, the Admiral said, with a glance at the Nelson memorial opposite:—"Although the American navy is new in comparison with the British navy, it is, in the estimation of the officers, excellently representative of the character of the American people."

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CHINESE SEVEN PER CENT. LOAN.

A week ago we reproduced from *The Times* a letter by H. E. Tang Shao-yi refuting certain statements made by an Ex-Consul in regard to the Chinese Seven Per Cent. Loan. "Ex-Consul" has replied to H. E. Tang Shao-yi's letter as follows:—

December 3rd.

Sir.—The reply of H. E. Tang Shao-yi to the critic and the letter addressed to you on October 22 regarding the above loan leaves the general question of Chinese loans in an uncertain condition, and I crave your permission to add a few words to make the matter clear. The point at issue is whether an internal departmental loan, sanctioned as such by an Imperial decree, but without authority to issue it on a foreign market, can, in the hands of a foreign bondholder, be deemed a foreign loan and on all fours with the Imperial Chinese Government loans heretofore issued on this market. The conditions on which a departmental or provincial loan would be recognized by the Chinese Government have been clearly laid down by that Government itself. They were communicated by the Chinese Minister in London to Lord Salisbury under date February 23, 1892, and published in the *London Gazette* of March 4 of same year. The following is an extract from the Minister's letter:—

"Henceforth no contract for a provincial loan is to be concluded until a notice of intention to borrow has been received by the Imperial Chinese Government, and the Imperial sanction shall have been made by the 'Yung-li-Yamén' to the Representative at Peking of the local authorities in connection with the loan. The Imperial sanction shall be held to be illegal, and the Chinese Government shall be held to be responsible for the loan, if it is not so sanctioned. This measure which has been approved by Imperial decree, dated November 25, 1891, has for its object the safeguarding of Chinese credit and the protection of foreign financiers from the loss and disappointment to which they might be subjected in consequence of the powers of the provincial authorities to pledge the Imperial credit not being clearly defined."

The question then is, Are these conditions still in force or not? If they are, then it is clear that an official letter should have been sent from the British Minister conveying the sanction of the Wai-wai-yu to Messrs. Dunn, Fisher & Co.'s contract; if they are not in force, then the fact ought to be established by a higher authority than the president of the board issuing the loan.

H. E. Tang Shao-yi asserts that the 245,000 bonds purchased by Messrs. Dunn, Fisher & Co. are the direct obligation of the Imperial Chinese Government and that the said Government has undertaken to pay principal and interest in sterling. In regard to that, all I can say is that it is entirely inconsistent with what is set out in the prospectus. That document stated distinctly that the party guaranteeing the bonds and the exchange was not the Imperial Chinese Government, which is quite a different thing. There is no evidence whatever so far as the prospectus goes that the Imperial Government was even aware that Messrs. Dunn, Fisher & Co. were purchasing these bonds, much less that they have given an undertaking to repay them in sterling.

If Mr. Tang Shao-yi's meaning is that for the purpose of this loan his department and the Central Government were one and the same, I would point out that this is precisely the conclusion which the Central Government, by its own published letter, wished to avoid—namely, that it should not be committed to any foreign obligations by subordinate officials, the terms of which had not been approved by itself. So long as these conditions are in force they cannot be too strictly observed by parties tendering for loans.

If it were, indeed, true that the bonds of an internal loan when repaid on this market are of equal value with those of a genuine Chinese foreign loan, then it is pertinent to enquire why the Chinese Government should go out of its way to offer 7 per cent. at par with a share of profits (thrown in), knowing very well that it can borrow readily at 5 per cent. It would be interesting to have some explanation from the Board of Communications of this puzzle.—Yours truly, EX-CONSUL.

CANDIDATES FOR OSBORNE.

ADMIRALTY DISCOURAGE SPECIAL PREPARATION.

Mr. McKenna, First Lord of the Admiralty, recently received a deputation from the Association of Headmasters of Preparatory Schools, composed of the Rev. H. Bull, Mr. Frampton Stalard, and Mr. Spencer. As a result Mr. McKenna has addressed to Mr. Bull the following letter:—

23rd November, 1910.

"Dear Sir,—In compliance with the promise made to the deputation of members of the Association of Preparatory Schools which I received on November 2, I willingly write to restate the position taken by the Admiralty with regard to 'special preparation' of candidates for Osborne. The Admiralty are strongly opposed to all special preparation, and since the scheme of entry and training came into operation seven years ago this attitude has been consistently maintained, and there is not the slightest intention of modifying it. On the contrary, the experience gained during these years has only served to confirm the view that any special preparation of candidates for naval cadetships should be discouraged. It is, in fact, discouraged by every means in our power. We prefer that candidates should receive the usual education which preparatory schools give to boys who are about to pass into public schools. We even deprecate special Navy classes in preparatory schools. Any parent who removes his boy from a preparatory school of the ordinary type in order to send him to a school which lays itself out to 'prepare for the Navy' is ill-advised and is not improving his boy's chances. We find that the great majority, including the most satisfactory cadets, are those who have received the usual education of a preparatory school up to the time of their entry to Osborne. Upwards of two hundred preparatory schools send us boys who have received no special preparation whatever."

"You are aware that the system of interview by a committee which has been pursued since the new scheme came into operation was adopted as a means of escaping the evils of competitive examination, one of which had been the development of cramming establishments giving special preparation. It has been successful in this object, and I believe there is now no serious danger of a recrudescence of the evil. But it cannot be too clearly understood that anything in the nature of special preparation is, in our opinion, not only unnecessary, but positively prejudicial.—Believe me, yours very truly, ROBERT MCKENNA."

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CHINESE PLAY IN LONDON.

"THE DRAGONS OF WRATH" AT THE LITTLE THEATRE.

A Princess... Mmo. Chung.
A Prince... Hung Loo.
A Prince... Yangtze Chin.
A Royal Attendant... Mr. Wu.
Henchmen, Courtiers, Bodyguards, Attendants, etc.
White Slaves—Attendants—Miss Genevieve Ellis, Miss Rita.
White Slaves—Dancers—Miss Sybil Maitland, Miss Bernice Tupper.

A novelty which had at any rate the interest of curiosity was introduced by the enterprising Miss Gertrude Kingston into her programme at the Little Theatre on the 6th inst. says the *Daily Mail*. This was a Chinese tragedy played by a Chinese company, which had for its leader Mmo. Chung, an actress new to Europe but enjoying in her own country a reputation akin to that which Mmo. Sada Yacco brought with her from Japan.

The dainty little lady, with her expressive face, proved less striking in her grotesque tragedy than with her sunny comely, which was specially good in her scenes of domestic felicity with her two tiny tots of droll children.

As in the case with many performances here in foreign languages other than Chinese this rendering of "The Dragons of Wrath" was, of course, intelligible to the bulk of its spectators only so far as the plot went, which was even so made out of the old legend, which is quite a miniature in the way of tragedy in comparison with the customary interminable Chinese plays.

There is a combat of wrestling between Hung Loo and Yangtze Chin, as rival suitors for the hand of the Princess, impersonated by Mmo. Chung. There is a betrothal celebration with quaint Eastern music and quainter Eastern dancing by slave-girls from Peking. Then, later on, there is an attempt to abduct the newly-married Princess, followed by her death in her husband's arms.

What was most, and most deservedly, applauded last night was a really remarkable reel-dance with wonderful effects—designed by Miss Lois Fuller—of undulating prismatic colour. This feature alone might well make a success of the bizarre entertainment, especially if it could be introduced at nine o'clock, as advertised, instead of at nearly eleven.

Another London newspaper describes the play as "a popular success." It says:—"It is in two short acts, and its plot is not too complicated. The scene is the Palace of the Princess and the Princess (Mmo. Chung), the fairest and the loveliest of the East, is sitting on her throne awaiting her suitors. The colouring is delightful, and the Princess's clothes are attractive enough to cause a hobbled hobble fashion in the West. The suitors arrive, one tall and good humoured, a sort of celestial Joseph Corns, the other stout and menacing behind his ample shoulders. They fight for the Princess's hand, and Chin-Coyne-Chu wins. His opponent is very angry, but the Princess commands him to be quiet for the betrothal fête—a rather horrid punishment—and she even compels him to sound the gong for the beginning of the high jinks, which he does with a wealth of horrid gesture. During the fête both rivals perform astonishing feats with ribbons, and the vaquitos headings most Oriental and dances to the victor's accompaniment on the Chinese pianoforte. Other *Lois Fuller* items are introduced, effective and beautiful in their way, but suggestive rather of Paris or New York than of Peking. Then in a scene acted with appealing pathos the Princess throws her arms round her lover's neck. Ten years pass, and Prince and Princess are living happily with two quaint little Chinese babies, who have themselves most admirably at afternoon tea. Enter the fat and wicked Prince, who for ten years has yearned for revenge! Exit the husband, apparently for good. At once the fat Prince's wickedness is apparent. He dashes at the little Prince, but she dodges him with a pike. The husband returns, Alarms and excursions—fight with swords, husband disarmed, wife rushes before him, receives the sword in her breast, and dies realistically and with commendable restraint."

Mmo. Chung is a very gifted actress. "The Dragon of Wrath" is an admirable and original entertainment.

DEATH OF JEM MACE.

THE LAST OF THE PRIZE-FIGHTERS.

Jem Mace, the last survivor of the prize ring, died on December 1st at Jarro. The end of the old champion was a peaceful one, and death was due to senile decay. The deceased was born on April 8, 1831, at Norwich.

[BY ONE WHO KNEW HIM.]

Though in recent years Jem Mace had shown signs of the strenuous life he had led, few would have believed him to be 79. His vigour was remarkable, and he carried himself with the alert air of one 50 years young.

Born at Beeston 1831, he, like many another man before and since, refused to adapt himself to his father's calling. Always, as he would say himself, a bit of a Roman, he cast off the shackles of home. One or two little turn-ups with the raw 'uns with the village lads gave him the idea of a fighter's life, and before he was 18 he had an opportunity of displaying his prowess. At a big, well-grown lad, he "tipped the beam" at a big, well-grown lad, he beat three men at a local fair well-nigh 11st, he beat three men at a local fair well-nigh 11st, he beat three men at a local fair well-nigh 11st.

One of the stiffest fights of his life was with Nat Langham, one of the best men who ever stepped into a ring, heard of the youngsters' skill, and determined to exploit him. This of course, meant fame and glory to Mace, and he saw his chance and took it. Matched against a man named Pratt, he failed through his own fault, but his backers, convinced that there was good in his protégé, gave him another chance, and as the youngster acquitted himself well he was taken to London and introduced to the "fancy." He next trial was a high one, as he was pitted against Bill Thorpe, and in February 1857, the fight came off in Kent, and Mace had his man beaten very early in the proceedings.

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ERUPTION ON BOY GREW UNBEARABLE.

Cared for 18 Months, Day and Night. Scab Formed from Head to Foot. Was Told Only Time Would Cure It. Tried Cuticura Soap and Ointment.

First Application—Eased Itching. Kept On. All Scabs Cleared. Now Bonny Boy. Spotlessly Clean.

"My little grandchild had some white spots breaking out on the skin and then they were covered with scabs, which was over his body from head to foot, so that he became unbearable for him. He cried for about eighteen months day and night. I tried two bottles of Cuticura Soap and Ointment, and now he is a bonny boy, spotlessly clean without

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box 33. Telephone No. 12. Telegraphic Address: PUSSES CODES: A.B.O. 5th Ed. Lieber's.

NEW ADVERTISEMENTS

NEW YEAR HOLIDAY.

IN accordance with Ordinance No. 6 of 1875 the EXCHANGE BANKS will be CLOSED for Transaction of PUBLIC BUSINESS on MONDAY, the 2nd January, 1911. Hongkong, 29th December, 1910. [1443]

SWEDISH EAST ASIATIC CO. LTD., GUTHENBURG.

NOTICE TO CONSIGNEES.

THE Steamship "NIPPON" having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Hazardous and/or Extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst. will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst. at 9.30 a.m. All Claims must reach us before the 3rd Jan., or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underwriter.

OLOF WILK & CO. CHINA AGENCIES, ARTISANALAG, Agents. Hongkong, 29th December, 1910. [1440]

ELECTRIC MOTOR FOR SALE.

A 24 h.p. ELECTRIC MOTOR with starting switches, pulleys, etc., complete is offered for Sale by the Undersigned. The Motor is in First Class Condition and suited to local requirements. MANAGER, HONGKONG DAILY PRESS OFFICE, Hongkong, 22nd November, 1910. [1307]

WANTED.

BY an ENGLISHMAN, Post as Accountant, Good References and Qualifications. Outposts not objected to. Apply Care of "Daily Press" Office. Hongkong 17th December, 1910. [1398]

NOTICES OF FIRMS

NATIONAL ASSURANCE COMPANY OF IRELAND. ESTABLISHED 1822.

THE Undersigned having been Appointed AGENTS for the above Company are prepared to accept Risks against Fires at Current Rates. REUTER, BRÜCKELMANN & Co. Hongkong, 19th December, 1910. [1402]

NOTICE.

THE Undersigned, CHAN MUI SAN, who, for more than forty years, was Partner in and Manager of the BUS SING Firm of No. 50, Queen's Road Central, has now Retired from all connection with the said Firm and has opened his Own House at No. 23, Stanley Street, where he is Transacting Business in the same lines as formerly. CHAN MUI SAN, 23, Stanley Street. Hongkong, 2nd December, 1910. [1344]

SAUSAGES!
SAUSAGES!
OWN MAKE. DELICIOUS.
BEEF AND PORK SAUSAGES
25 and 35 Cents Per lb.
THE
DAIRY FARM CO., LTD.
[42]

NEW YEAR GOODS
CARDS, CRACKERS, DOLLS, TOYS, STAMPS, &c.

GRACA & CO.
1131 27, DES VUEX ROAD, HONGKONG.
GRAND
CHRISTMAS PARCELS.

JUST ARRIVED

LADIES and CHILDREN'S WINTER WEAR, &c.
LADIES Golf Coats and Norfolk. Ladies and Children's Gloves of all descriptions. Children's Jerseys and Caps, fancy style. Elegant and comfortable Corsets of British make, all styles, and lots of other first-class goods for winter wear.
HOOSAIN-ALI & Co.,
No. 14, Queen's Road Central.
Hongkong, 24th December, 1910. [1707]

NEW ADVERTISEMENT

THEATRE ROYAL.

CITY HALL.

COMING! COMING!!
ONE NIGHT ONLY.

GRAND OPERATIC CONCERT

BY

MADAME CALVE

The famous French Soprano.

SIG. GASPARIE

The famous Italian Lyric Tenor.

JACQUES PINTEL

The famous Russian Pianist.

AND PARTY.

WEDNESDAY, THE 4TH JANUARY 1911.

AT 9 P.M.

	Reserved Seats.	
Dress Circle	...	\$10.00
Stalls	...	\$ 6.00
Pit	...	\$ 3.00
Unreserved Gallery	...	\$ 2.00

Booking at S. MOUTRIE & Co., Ltd.

Hongkong, 29th December, 1910. [1442]

INTIMATIONS

KOWLOON-CANTON RAILWAY.

(BRITISH SECTION.)

NEW YEAR HOLIDAYS.

On MONDAY, January 2nd, 1911, TRAINS WILL RUN TO THE SUNDAY TIMING: Kowloon, Departure... 9.30 a.m. and 3 p.m. Lowry, Departure... 11.15 a.m. and 5 p.m. For Intermediate Stations, See Time Table.

FROM the 23rd December, 1910 and until the 8th January, 1911, both days included, the following SPECIAL FARES will be charged:

HONGKONG to	CLASS	
	1st return	2nd return
Tai Po	\$2.00	\$1.00
Lowry or FANLING (Frontier)	\$3.00	\$1.50

Tickets at the above rates, including the Trip across the Harbour both ways by STAR FERRY, may be obtained at the Star Ferry Wharf, Hongkong.

Purchasers of Second Class tickets travel First Class on the Ferry. BY ORDER.

Hongkong, 20th December, 1910. [1414]

"WITH DOG AND GUN IN THE NEW TERRITORY"

BEING the Series of Articles recently contributed to the "HONGKONG DAILY PRESS" by "Sportsman," reproduced in book form. PRICE ONE DOLLAR.

Hongkong, 29th October, 1910. [1229]

FOR SALE

FOR SALE.

REMAINING—Portions of MARINE LOT 31 and 36, at PRATA EAST. Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT No. 285
EXTENSIVE WATER FRONTAGE, DEEP WATER.

Apply—G. FENWICK & Co., Ltd., ENGINEERS, &c., PRATA EAST, HONGKONG. Hongkong, 8th June, 1906. [84-168]

ON SALE.

HONGKONG HANDBOOK REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909.

REVISED BY THE MEMBERS. PRICE ——— \$3.

DAILY PRESS OFFICE. Hongkong, 21st February, 1910. [316]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE and PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [1184]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-MORROW (FRIDAY), the 30th DECEMBER, 1910, at 11 a.m. at No. 13c, MACDONELL ROAD, TOP FLOOR, HONGKONG.

THE WHOLE OF THE VALUABLE HOUSEHOLD FURNITURE Therein Contained. On View from 28th inst. Terms—As Usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 27th December, 1910. [1436]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, ON WEDNESDAY, the 4th JANUARY, 1911, at 10 a.m. at the NAVAL YARD CAMBER, The Pontoon Lighter "M.E. O.H.M." together with the Fittings in One Lot as described herein.

As the now lies in Chamber of the Naval Yard. The Admiralty does not guarantee the Lighter to be fit for further sea or harbour service. The Lighter may be viewed for Seven Days before Date of Sale on production of an Inspection Order which can be obtained from the Auctioneers.

HUGHES & HOUGH, By Appointment Auctioneers to the Admiralty. Hongkong, 23rd December, 1910. [1425]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, ON WEDNESDAY and THURSDAY, the 4th and 5th JANUARY, 1911, at 10 a.m., each day, at H. M. NAVAL YARD, OLD AND SURPLUS NAVAL AND NAVAL STORES, comprising—

OLD AND SURPLUS NAVAL STORES—ASH HOIST ENGINES, HOSES, LAMPS and LANTERNS, TOOLS, OLD IRON and METALS, ELECTRIC CABLES, BLOCKS, SEARCH-LIGHT PROJECTORS, TYPE-WRITER, COAL SACKS, CANVAS CURTAINS, BAGS, OLD INDIA-RUBBER, OLD LEATHER, CARPETS, MATTING, OLD BOATS, FURNITURE, ROPE, MEDICAL INSTRUMENTS, &c., &c.

OLD AND SURPLUS VICTUALLING STORES—PROVISIONS, Seamen's CLOTHING, BLANKETS, Officers' Mess TRAPS, (A Quantity of) ELECTRO-PLATED ARTICLES and TABLE LINEN, IMPLEMENTS, Seamen's Mess UTENSILS, OAK STAVES, &c., &c.

TERMS OF SALE—As detailed in the Catalogue.

By Appointment Auctioneers to the Admiralty. Hongkong, 23rd December, 1910. [1426]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to 588G, at \$5, \$7 and 7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 26th October, 1906. [1181]

TO LET

TO LET.

FROM 1st JANUARY, 1911.
No. 11, GAGE STREET. Eight-Roomed House with Godowns.
Apply to—E. A. & C. F. DE CARVALHO, 14, Arbuthnot Road. Hongkong, 22nd November, 1910. [1306]

TO LET.

HOUSE, in Knutsford Terrace.
Apply—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 1st December, 1910. [1250]

TO LET.

OFFICES, Hotel Mansions.
Apply to—HENRY HUMPHREYS, Alexandra Buildings. Hongkong, 2nd February, 1910. [151]

TO LET.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yau Ma Tei, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

Hongkong, 1st December, 1909. [790]

TO LET.

KING'S BUILDINGS.
OFFICES facing the Harbour lately in occupation of Messrs. JARDINE, MATHESON & Co., Ltd.

Apply—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 1st December, 1910. [189]

TO LET.

GODOWNS, 95, 96 and 97, Praya East.
Apply—CHATER & MODY. Hongkong, 7th December, 1910. [1360]

TO LET.

No. 7, UPPER MOSQUE TERRACE.
Apply to—M. L. CHAN, No. 1, Lower Mosque Terrace. Hongkong, 5th December, 1910. [1355]

TO LET.

No. 21, CONDUIT ROAD, Clifton Gardens.
Nos. 1 and 2, BOWEN ROAD, lately occupied as Artillery Officer's Quarters. Suitable for Boarding House.

GODOWNS, 151 to 155, PRATA EAST. OFFICES No. 2, CONNAUGHT ROAD, 3rd Floor.

A HOUSE in Wong Nei Chong Road. OFFICES in YORK BUILDING, No. 10, DES VUEX ROAD CENTRAL, 1st Floor.

SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Transit stop at the door.

Also NEW EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East.
Apply to—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 1st December, 1910. [87]

TO LET.

SELF-Contained FLATS, NATHAN ROAD, Kowloon, with Gas, Electric Light and Telephone in each Flat.

Apply to—J. HENNESSEY BETH, No. 5, Queen's Road Central. Hongkong, 1st October, 1910. [795]

TO LET.

MODERATE RENTAL.
HOUSES in Observatory Villas (5 Rooms), Kowloon. Electric and Gas laid on, Tennis Court.

Apply to—ARRATTON V. APCAR & Co., 14, Des Vaux Road, Central, 1st Floor. Hongkong, 28th July, 1910. [874]

TO LET.

GODOWN, No. 4, New Praya, Kennedy Town.
Apply—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 1st December, 1910. [994]

TO LET.

No. 9, BEACONSFIELD ARCADE, Shop.
No. 25, SHELLEY STREET. 1 HOUSE, in Bellios Terrace.

"EGGSEFORD," No. 114, PRATA, To Let furnished for one year from 15th April next. SIX ROOMS.

No. 57, PRATA GRANDE, Macao. FOR SALE—Top Chest, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, 15th December, 1910. [91]

TO LET.

GODOWN, No. 5A, DUDDLELL STREET.
Apply to—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 1st December, 1910. [88]

AUTOMATIC BROWNING POCKET PISTOLS.
CALIBRE 7.65 mm. With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS IN 2 SECONDS.

SIEMSEN & Co. Hongkong, 6th March, 1907. [28]

INSURANCE

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO.
TOTAL FUNDS AT 31st DECEMBER, 1909 £19,875,357.

I. Authorized Capital ... £6,000,000
Subscribed Capital ... 3,275,000
Paid-up Capital ... 1,212,500 0 0
II. Fire Funds ... 3,488,136 6 7
The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE and MARINE at Current Rates.

SHEWAN, TOMES & CO., Agents. Hongkong, 19th July, 1910. [788]

DENTISTRY

DR. M. H. CHAUN, DENTAL SURGEON, 33, QUEEN'S ROAD CENTRAL.

1ST FLOOR, ROOMS 2 and 3 From the University of Pennsylvania, U.S.A. Telephone 126. Hongkong, 27th January, 1910. [1022]

SURGEON DENTIST, No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE. Consultation Free. Hongkong, 21st September, 1905. [1083]

BANKS

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. INTEREST on deposits is allowed at 3 1/2 per cent. per annum.

Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum. For the HONGKONG AND SHANGHAI BANKING CORPORATION. N. J. STABB, Acting Chief Manager. Hongkong, 16th July, 1910. [19]

NEDERLANDSCH-INDISCHE HANDELSBANK. (NETHERLANDS INDIA COMMERCIAL BANK). ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (£1,250,000). Subscribed Capital Fl. 12,378,100 (£1,031,500). Reserve Fund Fl. 2,754,338.09 (£229,528).

HEAD OFFICE: AMSTERDAM. HEAD AGENCY: BATAVIA.

LONDON BANKERS THE WILLIAMS & WATSON BANK, SWISS BANK CORP.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange Business, receives money in Current Account at the rate of 2 per cent. per annum. On Daily balances and accepts Fixed Deposits at the following rates—

12 months 4 1/2 per cent.
6 months 4 per cent.
3 months 3 1/2 per cent.
C. WOLDRING, Manager. No. 16, Des Vaux Road Central. Hongkong, 4th August, 1909. [1232]

THE BANK OF TAIWAN, LIMITED. (INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital ... Yen 10,000,000
Capital Subscribed (paid up) ... Yen 6,250,000
Reserve Fund ... Yen 2,450,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES: Amoy, Anping, Canton, Foochow, Keelung, Swatow, Tainan, Tamsui, Nagasaki, Osaka, Yokohama, Shanghai.

HONGKONG OFFICE: 3, DES VUEX ROAD. Interest allowed on Current Accounts. Deposits received on terms which may be had on application.

D. TOHDOW, Manager. Hongkong, 12th September, 1910. [1233]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ... Gold \$3,250,000
RESERVE FUND ... Gold \$3,250,000
(about \$1,500,000.)

HEAD OFFICE: 60, WALL STREET, NEW YORK. LONDON OFFICE: Threadneedle House, E.C.3.

LONDON BANKERS: BANK OF ENGLAND, NATIONAL PROVINCIAL BANK OF ENGLAND, LTD. THE CAPITAL & COUNTIES BANK, LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

The Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates—

For 12 months 4 1/2 per cent. per annum.
For 6 months 4 per cent. per annum.
For 3 months 3 1/2 per cent. per annum.

N. S. MARSHALL, Manager. No. 9, Queen's Road, Central. Hongkong, 17th August, 1910. [1294]

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000
RESERVE FUNDS ... \$15,000,000
SILVER ... \$15,000,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS: G. BALLOON, Esq., Chairman. ROBERT SHEWAN, Esq., Deputy Chairman.

F. H. ARMSTRONG, Esq., S. A. LOTT, Esq., Andrew Forbes, Esq., F. M. B. Esq., G. F. E. Esq., W. Logan, Esq., Hon. Mr. H. Kewick, G. H. Medhurst, Esq., J. R. Lennemann, Esq., H. A. Siebs, Esq.

CHIEF MANAGER: Hongkong—J. R. M. SMITH. MANAGER: Shanghai—H. E. R. HUNTER.

LONDON BANKERS: LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED. On Current Account at the rate of Two per cent. per annum on the daily balance.

ON FIXED DEPOSITS: For 3 months, 2 1/2 per cent. per annum. For 6 months, 3 per cent. per annum. For 12 months, 4 per cent. per annum.

N. J. STABB, Acting Chief Manager. Hongkong, 29th September, 1910. [19]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE—LONDON.

PAID-UP CAPITAL ... £1,200,000
RESERVE FUND ... £1,000,000
RESERVE LIABILITIES OF PROPRIETORS ... £1,200,000

INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the Daily balance. On Fixed Deposits for 12 months 4 per cent. for 6 months 3 1/2 per cent. for 3 months 3 per cent.

WM. DICKSON, Manager. Hongkong, 27th April, 1910. [107]

DEUTSCH-ASIATISCHE BANK. CAPITAL FULLY PAID UP—Sh. Tals 7,500,000.

HEAD OFFICE—SHANGHAI. BOARD OF DIRECTORS, BERLIN.

BRANCHES: Berlin, Hamburg, Calcutta, Hankow, Tientsin, Peking, Tainanfu, Tientsin, Kobe, Yokohama, Singapore.

Founded by the following Banks and Bankers: KÖNIGLICHE SIEBENSCHULEN (PREUSSISCHE STAATSBANK) Berlin.

RUBBER COMPANIES.

SINGAPORE, December 15.

AVERAGE MARKET PRICES

December 22nd, 1910

The Prices are given in Dollar Cents.

Porpoise, torpedo-boat destroyer, 395 tons, 6 guns
 6,300 i.h.p., Lieut.-Comdr. Adair Hall,
 Hongkong.
 Water-wheel, surveying ship, 623 tons, 450 i.h.p.,
 Lieut.-Comdr. E. L. Hancock, en route to
 Hongkong.
 Whiting, torpedo-boat destroyer, 357 tons, 5
 guns, 5,900 h.p., Lieut.-Comdr. G. B.
 Hartford, Hongkong.
 Widgows, gunboat 175 tons, 2 guns, 800 h.p.,
 Lt.-Comdr. M. H. Wilking, Yangtze.
 Woodcock, gunboat, 150 tons, 2 guns, 550 h.p.,
 Lieut.-Comdr. B. R. Brooks, Yangtze.
 Woodlark, gunboat, 150 tons, 2 guns, 550 h.p.,
 Lieut.-Comdr. G. F. A. Mulock, Yangtze.

AUSTRALIAN.

Kaiserin Elisabeth, Austrian protected cruiser
 4,000 tons, 12 guns, 10,000 h.p.,
 Northward.
 Panther, 2nd class cruiser, 1,530 tons, 12
 guns, 10,000 h.p.,
 Thudor Skel Edl. von
 Seinald-Rein.

FRENCH.

Achéron, armoured gunboat, 1,810 tons, 9 guns
 1,700 h.p., Lieut. Barbard, Saigon.
 Alger, 2nd class cruiser, 431 tons, 21
 guns, 5,100 h.p., Commandr. Fournier, Hongkong.
 Alouette, gunboat, 500 tons, 7 guns, 400 h.p.,
 Commandr. Baile, Saigon.
 Argus, river gunboat, 187 tons, 6 guns, 570 h.p.,
 Lieut. Audouin.
 Balistonne, gunboat.
 Canotiers, gunboat, 140 tons, Bassora, Saigon.
 Caravelle, gunboat, 184 tons, Bassora, Saigon.
 Décadée, gunboat, 635 tons, 10 guns, 800 h.p.,
 Lieut. de Linard, Shanghai.
 Daplex, armoured cruiser, 7,578 tons, 23 guns,
 17,000 h.p.
 Duxois, armoured cruiser, 7,578 tons, 23 guns,
 17,000 h.p.
 D'Esclapart, gunboat.
 Etoupe, gunboat, 161 tons, Bassora, Haiphong.
 Etouryon, sub-marine, 70 tons, 60 h.p., Lieut.
 Combet, Saigon.
 Froide, destroyer, 300 tons, 7 guns, 630 h.p.,
 Saigon.
 Henri Rivière, river gunboat, 150 tons, 6 guns
 152 h.p., Haiphong.
 Lynx, sub-marine, 70 tons, 6 h.p., Lieut. Marre,
 Saigon.
 Montcalm, armoured cruiser, (Ruship) 9,467
 tons, 30 guns, 19,810 h.p., Base Admiral de
 la Croix de Castries (Commander-in-
 Chief).
 Manche, surveying-ship, 1,625 tons, 10 guns,
 800 h.p., Commander Ragot de la Touche,
 Saigon.
 Monquêt, destroyer, 390 tons, 7 guns, 6,300
 h.p., Commandeur de la Roche-Randroux,
 Saigon.
 Olry, river gunboat, 170 tons, 6 guns, 500 h.p.,
 Lieut. de Mialleville, Upper Yangtze.
 Pelito, river gunboat, 139 tons, 4 guns, 280 h.p.,
 Lieut. Fauch, Tongkai.
 Petite Américaine, 70 tons, 60 h.p., Lieut. Men-
 dier.
 Pistolot, destroyer, 300 tons, 7 guns, 7,000 h.p.,
 Commandr. Mortenol, Hongkong.
 Protée, sub-marine, 70 tons, 60 h.p., Lieut.
 Morris, Saigon.
 Redoubt, battleship (cruiser), 9,330 tons
 37 guns, 6,200 h.p., Capt. Drouot, Saigon.
 Styx, armoured gunboat, 1,300 tons, 8 guns
 1,800 h.p., Lieut. Sériot, Saigon.
 Takon, destroyer, 390 tons, 6 guns, 6,300 h.p.,
 In Reserve, Saigon.
 Vanho, torpedo-boat, Commandr. Mortenol,
 Hongkong.
 Vélizier, torpedo-boat, Lieut. Bihet, Cap
 Saint-Jacques.
 Vigilante, river gunboat, 180 tons, 6 guns, 7 h.p.,
 Lieut. Damoulin, Sikiang.

Arcona, cruiser, 2,719 tons, Captain von Hippen-
 Amor.
 Itika, cruiser, 1,000 tons, 10 guns, h.p.,
 Captain Liss.
 Jaguar, grabat, 997 tons, 10 guns, 1,300 h.p.,
 Captain Graf von Possadowitz-Webster.

STEAMERS.

ALBERT, German str., 1,169 Christiansen, 19th Dec.—Saigon 13th Dec., Rice and Flour—Orler.
MAURANG, British str., 1,126, G. W. Weigall, 21st Dec.—Sandakan 14th Dec., Timber—Jardine, Matheson & Co.
MEEPOO, British str., 1,339, J. Halkai, 23rd Dec.—Changhai 21st December, General—C. M. S. N. Co.
MICHAEL JEBSEN, German str., 960, J. Petersen, 25th Dec.—Haiphong and Hoihow 24th Dec., General—Jebson & Co.
NANSHAN, British str., 1,299, Wawn, 24th Dec.—Saigon 19th Dec., Rice and Meal—Bradley & Co.
NIPPON MARU, Japanese str., 3,452, H. S. Smith, 20th December—San Francisco 22nd Nov., General—Tokio Kaisha Kaisha
PAKROU, British str., 1,225, 31th, 25th Dec.—Changhai 20th Dec., Rice and General—Butterfield & Swire.
PERANANG, German str., 1,021, Von Mangoldt, 25th Dec.—Bangkok and Swatow 24th Dec., Timber—Butterfield & Swire.
PROTEUS, Norwegian str., 1,025, Larsen, 26th Dec.—Chinkiang 22nd Dec., General—Aagaard, Thoresen & Co.
REDHILL, British str., 2,501, H. E. Dowell, 21st Dec.—Manila 13th Dec., Ballast—Dowdall & Co.
ROMNEY, British str., 2,579, Macdonald, 25th Dec.—Singapore 18th Dec., Bulk Oil—Asiatic Petroleum & Co.
SAMSEN, German str., 1,234, Petersen, 9th Dec.—Bangkok and Swatow 8th Dec., Rice and Teakwood—Butterfield & Swire.
SEANGHEE, British str., 3,493, J. Travis, 26th Dec.—Amoy 25th Dec., General Chinese.
SEANGI, British str., 1,228, Pottinger, 17th Dec.—Swatow 16th Dec., General—Butterfield & Swire.
SEAORNING, British str., 1,307, H. A. Varel, 25th Dec.—Hongkong 21st Dec., Coal—Butterfield & Swire.
SHENKONG, British str., 1,044, Cowar, 16th December—Amoy 15th December, General—Butterfield & Swire.
SIAM, British str., 910 B. A. Binns, 25th Dec.—Singapore 15th Dec., Petroleum—Asiatic Petroleum & Co.
SUMITOKU MARU, Japanese str., 146, S. Mori-moto, 27th Dec.—from Taku, General—Order.
TACOWAN, Chinese str., 900, Salmischenj, 26th Dec.—Wuhu 16th Dec., Rice and General—Chinese.
TITAN, British str., 5,716, H. W. N. Evans, 25th Dec.—Tacoma via ports 30th Nov., Flour, Lumber and Salmon—Butterfield & Swire.
TAIHAFFU, Norwegian str., 1,460, W. Juulsen, 23rd Dec.—Swatow 22nd Dec., Ballast—Wallem & Co.
VESPER, Norwegian str., 1,172, Bertelsen, 26th Dec.—Bangkok 16th Dec., General—Aagaard, Thoresen & Co.
VORONEJ, Russian str., 3,278, W. Babichuk, 26th Dec.—Singapore, General—Russian Volunteer Fleet.
YUENANG, British str., 1,102, P. H. Rolfe, 27th Dec.—Manila 24th Dec., General—Jardine, Matheson & Co.

RAILING VESSEL

JUTROPOLIS, British 4-masted bark, 2,532, F. Down, 16th Nov.—New York 16th June, Case oil—Standard Oil Co.

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A SOCIAL AND POLITICAL NOVEL OF
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BRITISH
Algeria, desert, boat 200 tons 4 m

2,000 i.h.p., Act.-Comdr. P. H. Nob
M.V.O., Hongkong.
Atlas, 2nd class cruiser, 4,350 tons, 10 guns,
7,000 i.h.p., Captain E. B. Kidd
Hongkong.
Atlas, auxiliary tug, 615 tons, 1,400 i.h.p.,
Master S. West, Hongkong.
Bramble, gunboat 710 tons, 930 i.h.p., Lieut.-
Comdr. R. B. Washington, Shanghai.
Bismarck, gunboat 710 tons, 900 h.p., Lieut.-
Comdr. E. H. Donovan, Shanghai.
Cadmus, British sloop, 1,070 tons, i.h.p. 1,400,
i.d. Comdr. H. Lynes, Shanghai.
Cherub, water tank and tug, 393 tons, i.h.p. 300,
Master W. Smith, Hongkong.
Clio, British sloop, 1,070 tons, i.h.p. 1,400,
Comdr. H. B. Veale, Hongkong.
Fame, torpedo boat destroyer, 340 tons, 4,000
i.h.p., Lt.-Comdr. Adair-Hastings,
Hongkong.
Flora, 2nd class cruiser, 3,560 tons, 10 guns,
7,000 i.h.p., Captain J. Nichols,
Shanghai.
Handy, torpedo boat destroyer 295 tons, 6 guns,
4,000 h.p., Lieut.-Comdr. B. J. D. G.
V.C., Hongkong.
Hart, torpedo boat destroyer, 295 tons 6 guns,
4,000 h.p., Lieut.-Comdr. H. S. Meade,
Hongkong.
Janus, torpedo boat destroyer, 320 tons, 6 guns,
3,900 h.p., Lt.-Comdr. G. O. Hesthough,
Hongkong.
Kent, armoured cruiser, 9,800 tons, 14 guns,
12,000, Capt. S. St. J. Parquhar,
Hongkong.
Kinsla, river gunboat, 615 tons, i.h.p. 1,200,
Lieut.-Comdr. T. J. St. Lyne, Yangtze.
Machin, surveying ship, 1,070 tons, 5 guns, 1,400
i.h.p. Capt. F. C. Learmonth, Hongkong.
Minotaur, armoured cruiser (flagship) Vice-
Admiral Sir A. L. Windeco, K.C.
C.V.O., C.M.G., 14,600 tons, i.h.p. 27,000,
Lieut.-Capt. A. Lowndes, Hongkong.
Monmouth, armoured cruiser, 9,800 tons, i.h.p.
22,000, Captain E. L. P. Heard, Hongkong.
Moorhen, river gunboat, 180 tons, 2 guns,
i.h.p. 800, Lieut.-Comdr. G. P. Leitch,
West River.
Newcastle, 2nd class cruiser, 4,800 tons, turbine
propellers, Captain George P. E. Hunt, D.S.O.,
Singapore.
Nightingale, river gunboat, 85 tons, 240 h.p.,
Lt.-Comdr. Claude Hillierden-Woodward,
R.N., Yangtze.
Otter, torpedo boat destroyer, 385 tons, 6 guns,
6,300 i.h.p., Comdr. Lambie, Hongkong.
Robin, river gunboat, 85 tons, 2 guns, 240 h.p.,
Lt.-Comdr. Cosmo A. O. Douglas, Hong-
kong.
Sandpiper, river gunboat, 85 tons, 2 guns, 240
h.p., Lieut.-Comdr. E. J. J. Southey,
West River.
Snipe, river gunboat, 85 tons, 2 guns 240 h.p.,
Lieut.-Comdr. John Michael Barker, Yangtze.
Taku, torpedo boat destroyer, 355 tons, i.h.p.
6,000, Gunner E. J. Trillo, R.N., Hong-
kong.
Tamar, receiving ship, 4,650 tons, 5 guns,
Commander Eyres, Hongkong.
Teal, river gunboat, 180 tons, 2 guns, i.h.p. 800,
Lieut.-Comdr. R. J. Buchanan, Yangtze.
Thistle, gunboat, 710 tons, 900 h.p., Lieut.-
Comdr. M. B. Baillie-Hamilton, Shanghai.

Impair, cruiser, Captain Engel
 Luch, gunboat, 850 tons, 10 guns, 1,344 h.p.
 Captain Bilken
 Schanahua, armoured cruiser (flagship)
 1,142 tons, 52 guns, 23,000 h.p., Captain
 Lin Sze Hsueh
 Taku, cruiser, 323 tons, 4 guns, and 2 torpedoes
 400 h.p., Kiamanad Kolbe
 (Hsu) Bertram
 Torpedo boat "Yi," Captain Lou, Haydon
 Figer, gunboat, 900 tons, 10 guns, 1,300 h.p.,
 Captain V. Koss
 Tientsin, gunboat, 173 tons, 5 guns, 1,300 h.p.
 Captain Ross
 Vatselund, gunboat, — tons, 8 guns, 500 hp.
 Captain Toussaint
 ITALIAN
 Calabria, protected cruiser, 2,428 tons, 23 guns,
 4,000 h.p., Captain: Mario Cassanova di
 Joracchi
 Puglia, protected cruiser, 2,493 tons, 26 guns,
 7,000 h.p., Captain: Gaetano Vigorosi di Mar-
 chese Lorenzo
 PORTUGUESE
 Bahia, gunboat, 790 tons, Captain J. Azevedo
 Relina D. Amalia, cruiser, 1,800 tons, Captain
 O Lima
 Vasco da Gama, cruiser, 3,692 tons, Capta
 Augusto Jose da Almeida
 UNITED STATES
 Albany, cruiser, 3,000 tons, C. S. Williams
 Araya, gunboat, Lieut.-Comdr. Matt H.
 Signer
 Balabridge, destroyer, 7 guns and 2 torpedoes
 Captain Lloyd W. Fowles
 Barry, destroyer, 420 tons, Lieut. Edward S.
 Root
 Calico, gunboat, 243 tons, Ens. J. B. Morrison
 Cleveland, cruiser, 3,200 tons, Commander
 Hagd Reimund, Shanghai
 Charlotte, battle ship (flagship) 9,700 tons,
 58 guns, 21,000 h.p., Comdr. John H.
 Gibbins Shanghai
 Chattanooga, cruiser, 3,200 tons, Commander
 John D. MacD naid, Shanghai
 Chesapeake, destroyer, 420 tons, Ens. I. N.
 McLean
 Dakota, cruiser, 420 tons, Lieut. Herbert H.
 Wheeler
 Denver, cruiser, 3,200 tons, Comdr. Edward E.
 Cagohart, Shanghai
 Galveston, cruiser, 3,200 tons, Commander
 John A. Hoopesawoff, Manila
 Helena, gunboat, 1,332 tons, Comdr. Rouben
 O. Biles, Shanghai
 Midway, gunboat, Lieut. George M. Ryan
 Mohon (station ship), Commander J. B.
 Moorehead
 Monitor, monitor, 4,000 tons, Lt. D. W. Tudor
 Olongapo
 Narragansett, transport, 1,577 tons, W. D. Partridge
 New Orleans, cruiser, 4,430 tons, Comdr. Rogers
 Wells
 New York, cruiser (flagship), Comdr. J. P.
 Jayne
 Pangany, gunboat, Esigra Roy L. Lowman
 Pennsylvania, armoured cruiser, 12,630 tons,
 Captain A. Ward
 Pomper, collier, 1,600 tons, James D. Linetti
 Porpoise, 125 tons, 160 hp., Ens. Keene
 Wisting
 Raleigh, cruiser, 6,026 tons, Comdr. A. C.
 Istott
 Samar, gunboat, 180 hp. W. C. J. Sules
 Shen: 125 tons, 160 h.p. Ensign Theodore G.
 Elliston
 Villahobos, gunboat, 370 tons, Lt. A. Andrews
 Wilmington, gunboat, 1,800, Comdr. G. F.
 Salisbury Hongkong

SHIPPING.

ARRIVALS.

ANNU, British str., 1,356, J. B. Harris, 28th Dec.—Shanghai 25th Dec. General—Butterfield & Swire.
 ARANTA, German str., 2,457, Ernst, 27th Dec.—Shanghai 24th Dec. General—Hamburg—America Line.
 CHUN, British str., 1,274, H. Mathias, 27th Dec.—Haiphong 25th Dec. General—Butterfield & Swire.
 CHUYEN, Chinese str., 1,177, C. Stewart, 28th Dec.—Shanghai 24th Dec. General—C. M. S. N. Co.
 FURTHOF, Norwegian str., 591, Andersen, 27th Dec.—Brookholm 20th Dec. General—Coal—Aalborg & Co.
 HAICHING, British str., 1,635, W. C. Passmore, 28th Dec.—Fookchow 25th Dec. General—Douglas, Lapraik & Co.
 KAGOSHIMA MARU, Japanese str., 2,701, Minamiyama, 28th Dec.—Mojji 22nd Dec. General—Coal—Ataka & Co.
 KUEIKOW, British str., 23th Dec.—Canton.
 NORD, British str., 1,750, Jones, 27th Dec.—Fookchow 25th Dec. General—Aagaard, Thoresen & Co.
 PROSPER, Norwegian str., 927, R. Larsson, 28th Dec.—Dunly 22nd Dec. General—Aagaard, Thoresen & Co.
 THIKIN, Dutch str., 2,014, H. Koops, 28th Dec.—Macassar 19th Dec. General—Java-China-Japan Line.
 TULIOW, Dutch str., 4,506, Bouman, 28th Dec.—Amoy 20th Dec. General—Java-China-Japan Line.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 28th December.
 Alderham, British str., for Moji.
 Anika, British str., for Canton.
 Arabis, German str., for Hamburg.
 Chiyen, Chinese str., for Canton.
 E. F. Ferdinand, Austrian str., for Singapore.
 Glenloch, British str., for Shanghai.

DEPARTURES.

CHINGKOW, British str., for Chinkiang.
 KWANGHAI, Chinese str., for Shanghai.
 28th December.
 BOMBAY MARU, Japanese str., for Japan.
 GLAUCUS, British str., for Shanghai.
 GREGORY APPAR, British str., for Singapore.
 HANGSON, British str., for Canton.
 HANOI, French str., for Haiphong.
 KAGAN, British str., for Canton.
 KAGOSAWA, German str., for Hobeu.
 KANTA, British str., for Kuchino.
 PRINZ LUDWIG, German str., for Europe, &c.
 SEATTLE MARU, Japanese str., for Nagasaki.
 SIGNAL, German str., for Haiphong.
 ZAFINO, American str., for Manila.

SHIPPING REPORTS.

The British str. *Haiching* reports: Light Easterly swell and fine weather, heavy.
 The British str. *Anika* reports: Light N.W. and N.E. wind, fine and clear weather.

VESSELS EXPECTED.

THE INDIAN MAIL.
 The *Apar str. Catherina* from Calcutta left Singapore on the 21st instant afternoon, and may be expected here to-day.
 The Indo-China str. *Fookchow* left Calcutta for the Straits and Hongkong on the 18th inst., and is due here on or about the 3rd prox.

THE GERMAN MAIL.
 The I.G.M. str. *Budock*, carrying the German Mails with dates from Berlin of the 30th ult., left Singapore on the 25th inst., at 8 a.m., and may be expected here to-day at midnight.

THE AMERICAN MAIL.
 The P. M. S.S. Co. str. *Siberia* left Manila on the 23rd instant, and is due to arrive at Hongkong to-morrow at 6 a.m.

The P. M. S.S. Co. str. *China* sailed from Yokohama on the 26th inst., and is scheduled to arrive at Hongkong on the 3rd prox.

The P. M. S.S. Co. str. *Manchuria* was dispatched from San Francisco on the 13th inst., for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 9th prox.

The P. M. S.S. Co. str. *Asia* sailed from San Francisco on the 27th instant for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on the 24th prox.

THE FRENCH MAIL.
 The M.M. str. *Calcedonien*, with the French Mail of the 4th inst., and mails from London of the 3rd inst., left Singapore on the 27th inst., at 6 a.m., and is expected to arrive here on the 2nd prox., tomorrow.

THE AUSTRALIAN MAIL.
 The I.G.M. str. *Prins Waldemar* left Sydney on the 17th inst., at 11 a.m., and may be expected here on or about the 8th prox.

The E. & A. str. *Empire* left Sydney on the 21st inst. for this port, via Queensland Port, Port Darwin and Manila.

THE CANADIAN MAIL.
 The C.P.R. Co. str. *Montague* arrived at Yokohama at 4.30 p.m. on the 27th inst., and left again at 10 a.m. yesterday for Kobe, where she is due to arrive at 4 p.m. on the 29th inst.

MERCHANT STEAMERS.
 The M.M. str. *Meinam* is expected to arrive here to-day.

The American & Manchuria Line's str. *Kioto* may be expected here to-day.

The O.S.K. str. *Mexico Maru* left Shanghai for this port on the 26th inst., and is expected to arrive here to-day.

The H.A. Line str. *Slavonia* left Singapore on the 24th instant a.m., and may be expected here on or about the 31st inst.

The N.Y.K. str. *Kaga Maru* (European Line) left Yokohama for this port via Kobe, Moji and Shanghai on the 21st inst., and is expected here on the 2nd prox.

The N.Y.K. str. *Bingo Maru* (Hemba Line) left Bombay for this port via Colombo and Singapore on the 16th instant, and is expected here on the 3rd prox.

The T.K.K. str. *Kiya Maru* left Calcutta for this port via Mexican ports, Honolulu, and Japan ports, on the 30th ult.

The P. & O. S. N. Co. str. *Nabia* left Singapore for this port on the 25th instant, at 9.30 a.m., and is due here on the 30th inst., at about 5 p.m.

The P. & O. S. S. Co. str. *Strath-Aidan* sailed from Portland on the 15th instant, via Japan ports for Hongkong.

The O.S.K. str. *Chicago Maru* left Victoria, B. C., for this port via Japan and Manila on the 15th instant, and is expected to arrive here on the 13th prox.

The str. *Glenhurst* left London on 25th ult., and is due here on or about 15th prox.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & NO.	DEPART.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.
LONDON & ANTWERP VIA SINGAPORE, &c.	SOMALI	Brit. str.	—	A. G. Cubitt, R.N.R.	P. & O. S. N. Co.	About 30th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	CEYLON	Brit. str.	—	A. E. A. Baker	P. & O. S. N. Co.	About 2nd Jan.
LONDON, ROTTERDAM & ANTWERP	DENBIGHSHIRE	Brit. str.	—	W. Barrett	JARDINE, MATHESON & Co., Ltd.	About 10th Jan.
LONDON & ANTWERP	PENBROKESHIRE	Brit. str.	—	R. Hayes	JARDINE, MATHESON & Co., Ltd.	About 2nd Feb.
LONDON, &c., VIA USUAL PORTS OF CALL	DEVANHA	Swed. str.	—	H. Powell	P. & O. S. N. Co.	About middle of Jan.
COPENHAGEN & BALTIC PORTS	SLAM	Ger. str.	—	Gjertenbräu	MELCHERS & Co.	On 18th Jan.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BRISAVIA	Ger. str.	—	Massa	HAMBURG-AMERICA LINE	On 4th Jan.
HAVRE, BREMEN & HAMBURG, &c.	BRASILIA	Ger. str.	—	v. Döhren	HAMBURG-AMERICA LINE	On 19th Jan.
HAVRE, BREMEN & HAMBURG, &c.	SCANDIA	Ger. str.	—	Peter	HAMBURG-AMERICA LINE	On 2nd Feb.
HAVRE, BREMEN & HAMBURG, &c.	SELYONIA	Ger. str.	—	Sachs	HAMBURG-AMERICA LINE	On 15th Feb.
HAVRE, BREMEN & HAMBURG, &c.	SEGOVIA	Ger. str.	—	Sachs	MESSAGERIES MARITIMES	On 3rd Jan., at 1 p.m.
MARSEILLES &c., VIA PORTS OF CALL	VILLE DE LA CHOTAT	Frech. str.	—	Barth	NIPPON YUSEN KAISHA	On 4th Jan., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAGA MARU	Jap. str.	—	M. Hagino	NIPPON YUSEN KAISHA	On 18th Jan.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ATSUTA MARU	Jap. str.	—	Wm. Thompson	NIPPON YUSEN KAISHA	On 10th Feb.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SAXONY	Jap. str.	—	Balle	HAMBURG-AMERICA LINE	On 1st Feb., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HITACHI MARU	Jap. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 11th Jan.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	GORSEN	Ger. str.	—	G. Bolte	MELCHERS & Co.	To-day, p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	E. F. FERDINAND	Aus. str.	—	B. Colbel	SANDEL, WILHELM & Co.	About 29th inst.
THIBEST, &c., VIA SINGAPORE, &c.	INTERCITY	Brit. str.	—	J. C. Alexander	JARDINE, MATHESON & Co., Ltd.	On 21st Jan.
NEW YORK VIA PORTS & SUEZ CANAL	INDRAMA	Am. str.	—	—	SEWAL, TOMES & Co.	On 14th Jan., at 7 a.m.
NEW YORK VIA PORTS & SUEZ CANAL	EMPEROR OF CHINA	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 25th Jan., at Noon
NEW YORK VIA PORTS & SUEZ CANAL	MONTEAGLE	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 3rd Jan., at Noon
VICTORIA, B.C. & SEATTLE, VIA SHANGHAI, &c.	ISABA MARU	Jap. str.	—	K. Kawan	OSAKA SHOSSEN KAISHA	On 10th Jan., at Noon
VICTORIA, B.C. & SEATTLE, VIA SHANGHAI, &c.	MEXICO MARU	Jap. str.	—	K. Sato	NIPPON YUSEN KAISHA	On 31st Jan., at Noon
VICTORIA, B.C. & SEATTLE, VIA SHANGHAI, &c.	TAMBA MARU	Jap. str.	—	F. S. Cowley	DODWELL & Co., Ltd.	On 17th Jan.
VICTORIA, B.C. & SEATTLE, VIA SHANGHAI, &c.	SUTHERIO	Brit. str.	—	—	TOYO KISEN KAISHA	On 18th Feb.
VICTORIA, B.C. & SEATTLE, VIA SHANGHAI, &c.	KIYO MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 31st inst., at 1 p.m.
CALLAO, IQUIQUE, &c., VIA JAPAN PORTS, &c.	NIPPON MARU	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 7th Jan., at 1 p.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	SIBERIA	Aus. str.	—	—	PACIFIC MAIL S.S. Co.	On 14th Jan., at 1 p.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHINA	Aus. str.	—	—	MELCHERS & Co.	On 31st inst., at D'light
AUSTRALIAN PORTS VIA MANILA	COULLEN	Ger. str.	—	H. Raegerer	BUTTERFIELD & SWIRE	On 13th Jan., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	TAIYU MARU	Brit. str.	—	L. Dawson	NIPPON YUSEN KAISHA	On 20th Jan., at Noon
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 17th Feb., at Noon
AUSTRALIAN PORTS VIA MANILA	PRINCE WALDEMAR	Ger. str.	—	F. Winkler	MELCHERS & Co.	About 10th Jan.
KOBE & YOKOHAMA	MIYAZAKI MARU	Jap. str.	—	F. Locke	NIPPON YUSEN KAISHA	On 5th Jan., at 5 p.m.
KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	Murai	NIPPON YUSEN KAISHA	On 18th Jan., at Noon
NAGASAKI, KOBE & YOKOHAMA	TRIDONAS	Jap. str.	—	M. Winkler	JATA-CHINA-JAPAN LINE	Quick despatch.
JAPAN	KWANGHAI	Brit. str.	—	P. J. van Emmerick	BUTTERFIELD & SWIRE	On 1st Jan., at D'light
TSINGTAU, WEIHAIWEI, CHEFOO	CHOSHUN MARU	Jap. str.	—	A. Scott	OSAKA SHOSSEN KAISHA	On 5th Jan., at 8 a.m.
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	BUELOW	Ger. str.	—	—	MELCHERS & Co.	About 30th inst.
SHANGHAI NAGASAKI, KOBE & YOKOHAMA	CHIHUEVA	Brit. str.	—	H. Formes	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
SHANGHAI	HANGSON	Brit. str.	—	A. Harris	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon
SHANGHAI, KOBE & YOKOHAMA	SELYONIA	Ger. str.	—	A. H. Sandbach	HAMBURG-AMERICA LINE	To-morrow.
SHANGHAI	ABRU	Brit. str.	—	Hildebrandt	BUTTERFIELD & SWIRE	About 31st inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	CALEDONIAN	Frech. str.	—	E. J. Fox	P. & O. S. N. Co.	On 2nd Jan., p.m.
SHANGHAI, KOBE & YOKOHAMA	BINGO MARU	Jap. str.	—	Lafont	MESSAGERIES MARITIMES	On 3rd Jan.
SHANGHAI, KOBE & MOJI	FOOKHANG	Brit. str.	—	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 6th Jan., at Noon
SHANGHAI, KOBE & MOJI	DELTA	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	About 7th Jan.
SHANGHAI, KOBE & YOKOHAMA	SEGOVIA	Ger. str.	—	B. W. H. Snow	HAMBURG-AMERICA LINE	Beginning of Jan.
SHANGHAI, YOKOHAMA & KOBE	INDIE	Dan. str.	—	Sachs	MELCHERS & Co.	Quick despatch.
SHANGHAI	THIKIN	Jap. str.	—	H. Koops	JATA-CHINA-JAPAN LINE	On 4th Jan., at 10 a.m.
SWATOW, AMOY & FOOCHOW	SOGHU MARU	Jap. str.	—	—	OSAKA SHOSSEN KAISHA	On 1st Jan., at Noon
SWATOW, AMOY & FOOCHOW	DAIGU MARU	Jap. str.	—	—	DOUGLAS LARPAIK & Co.	On 31st inst.
SWATOW, AMOY & FOOCHOW	HAICHONG	Brit. str.	—	W. C. Penmore	BUTTERFIELD & SWIRE	To-morrow, at Noon
SWATOW, AMOY & FOOCHOW	LIANGCHOW	Brit. str.	—	H. Kops	DOUGLAS LARPAIK & Co.	On 1st Jan.
SWATOW, AMOY & FOOCHOW	HAITANG	Brit. str.	—	A. E. Hodgins	DOUGLAS LARPAIK & Co.	On 2nd Jan.
SWATOW, AMOY & FOOCHOW	HAITANG	Brit. str.	—	J. W. Evans	BUTTERFIELD & SWIRE	On 5th inst.
HAIPHONG	CHAILL	Dan. str.	—	Mathies	JARDINE, MATHESON & Co., Ltd.	On 5th inst.
MANILA	LOONGKANG	Brit. str.	—	S. J. Payne	BUTTERFIELD & SWIRE	On 3rd Jan.
MANILA	TAMING	Brit. str.	—	Pennefather	JARDINE, MATHESON & Co., Ltd.	On 11th Jan.
MANILA	YUSENANG	Am. str.	—	P. H. Rolfe	SEWAL, TOMES & Co.	On 23th Jan.
MANILA, ILOILO & CEBU	CELEBE	Am. str.	—	S. Crosby	SEWAL, TOMES & Co.	On 3rd Jan.
MANILA, CEBU & ILOILO	ZAFIRO	Am. str.	—	E. Rice	BUTTERFIELD & SWIRE	On 23th Jan.
MANILA, CEBU & ILOILO	SUNGKIANG	Brit. str.	—	A. H. Haris	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon
SANDAKAN VIA JESSELTON	MAUSANG	Brit. str.	—	Welpall	MELCHERS & Co.	Middle of Jan.
KUDAT & SANDAKAN	BORNEO	Ger. str.	—	E. Sees	NIPPON YUSEN KAISHA	On 19th Jan.
BOMBAY VIA SINGAPORE & COLOMBO	CEYLON MARU	Jap. str.	—	Wm. Pye	JARDINE, MATHESON & Co., Ltd.	On 10th Jan.
BOMBAY, PENANG & CALCUTTA	KUTSANG	Brit. str.	—	Bradley	JATA-CHINA-JAPAN LINE	Quick despatch.
SELYONIA, CHERITON, SAMARANG, &c.	TULIWONG	Dan. str.	—	A. Fander	—	—

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR STEAMERS TO SAIL.

SHANGHAI, KOBE & YOKOHAMA ... "CALEDONIAN" Capt. Lafont { On 2nd Jan., p.m.

MARSEILLES, VIA PORTS ... "V. DE LA CHOTAT" Capt. Barillon { On 3rd Jan., 1 p.m.

Transhipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. THOMAS, AGENT,

Hongkong, 23rd December, 1910.

CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE.

"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 2 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER

SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong. "EMPERESS OF CHINA" SAT., 14th Jan. "MONTEAGLE" WED., 25th Jan. "EMPERESS OF INDIA" SAT., 11th Feb. "EMPERESS OF JAPAN" SAT., 11th Mar.

From St. John, N.B. "ALLAN LINE" FRIDAY, 10th Feb. "ALLAN LINE" FRIDAY, 10th Mar. "ALLAN LINE" FRIDAY, 7th April. "ALLAN LINE" FRIDAY, 5th May.

"Emperess" Steamships leave HONGKONG at 7 A.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. Connecting at VANCOUVER with a Special Mail Express, and at JOHN or QUEBEC with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

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Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers ... 243 ... 245.

1st Class Rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for their class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Polder Street and Praya, opposite Blake Pier.

THE BANK LINE, LIMITED

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, VANCOUVER, B.C. & SEATTLE

VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamers Tons Captain To Sail on or About

SUVERIO ... 6,232 F. S. Cowley ... 17th January.

KUMERIO ... 6,232 G. B. McGill ... 9th February.

Calling at Amoy and Keelung if sufficient inducement offers.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PACIFIC EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to DODWELL & CO., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS.

Hongkong, 24th October, 1910.

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" " CANTON ... 0.50

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MAIL TABLES for 1910 ... 0.30 & 0.20

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AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FUTURE AND TRIESTE (Direct), Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the BRITISH, SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEBANT, VENICE, and ADRIATIC PORTS).

THE Company's Steamship

"E. FRANZ FERDINAND"

Captain Cobol, will be despatched as above

TODAY, 29TH DEC., P.M.

This Steamer has capital accommodation for passengers, excellent cuisine, electric light, electric fan and carries a doctor and a stewardess.

For information as to Passage and Freight, apply to SANDER, WIEBER & Co., Agents, Princess Buildings, Hongkong, 15th December, 1910.

THE "INVER" STEAMSHIPS, LTD.

FOR NEW YORK.

THE Steamship "INVERCLYDE,"

Captain J. C. Alexander, will be

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PEN- ANG, COLOMBO, PORT SAID and MARSEILLES	SOMALI Capt. A. G. Cullitt, R.N.	About 30th Dec.	Freight and Passage
SHANGHAI, MOJI, KOBE and YOKOHAMA	NUBIA Capt. F. J. Fox	About 31st Dec.	Freight and Passage
LONDON and ANTWERP via SINGAPORE, PEN- ANG, COLOMBO, and PORT SAID	CEYLON Capt. A. E. A. Baker	About 2nd Jan.	Freight only
SHANGHAI	DELTA Capt. B. W. H. Snow	About 6th Jan.	Freight and Passage
LONDON via SUEZ and YOKOHAMA	DEVANA Capt. H. Powell	Neon, 7th Jan.	See Special Advertisement.

For Further Particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 29th December, 1910

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHINCHU"	On 29th Dec, 4 P.M.
SWATOW, NINGPO & SHANGHAI	"LIANGHONG"	On 30th Dec, 11 A.M.
HAIPHONG	"CHIEH"	On 31st Dec, Noon.
SHANGHAI	"ANHUI"	On 31st Dec, 11 A.M.
TSINGTAI, WEIHAIWEI & CHEFOO	"KWANGSE"	On 1st Jan, 11 A.M.
MANILA	"TAMING"	On 3rd Jan, 4 P.M.
LOILOI & CEBU	"SUNGKIANG"	On 3rd Jan, 4 P.M.
MANILA, ZAMBOANGA, THUES- DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY & MELBOURNE	"TAIYUAN"	On 13th Jan, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light
throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried
REDUCED FARES, Cargo booked through for all Australian, New Zealand and
Tasmanian Ports.MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have
superior Passenger accommodation with Electric Light throughout and Electric Fans in
the State-rooms and Dining Saloon.FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN,"
"CHINCHU" and "LINTAN") with excellent accommodation, Electric Light throughout
and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai
direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze
and Northern China Ports.NB—Passengers must embark before mid-night on SATURDAY, for the SUNDAY
morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY
Night.These Steamers Land Passengers in Shanghai, avoiding the inconvenience of
transshipment at Woosung.FARE, \$45 SINGLE and \$80 RETURN. TELEPHONE 36
For Freight or Passage apply to— BUTTERFIELD & SWIRE, AGENTS. [10]

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION. STEAMERS. DATE OF SAILING.

For Freight and Further Particulars, apply to TELEPHONE No. 171.
OLOF WIJK & CO., CHINA AGENCIES, AKTIEBOLAG.
Hongkong, 13th December, 1910. [1085]

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	"HANGSANG"	Friday, 30th Dec, Noon.
BANDAKAN via JESSELTON	"MAUSANG"	Friday, 30th Dec, Noon.
MANILA	"LOONGSANG"	Saturday, 31st Dec, Noon.
SHANGHAI, KOBE & MOJI	"FOOKSANG"	Friday, 31st Dec, Noon.
MANILA	"YUENSANG"	Saturday, 1st Jan, Noon.
SINGAPORE, PENANG & CALUTTA	"KUTSANG"	Tuesday, 10th Jan, Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for
Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified surgeon is also carried.Steamers have superior accommodation for First Class Passengers and are fitted through-
out with Electric Light.Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang
Taking Cargo on Through Bills of Lading to Kuantai, Lahad, Dabu, Simporna, Two
Usuan, Jesselton and Labuan.Telephone No. 215, Sub. Exch. 4.
For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd.,
HONGKONG, 29th December, 1910. GENERAL MANAGER [14]

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION. STEAMERS. DATE OF SAILING.

SHANGHAI, YOKOHAMA and KOBE "INDIEN"
| COPENHAGEN and BALTIC PORTS | "SIAM" | About middle of Jan. |

For further Particulars apply to MELOHRS & CO., AGENTS. [6]

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid
Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOCHOW
AND RETURN.
Occupying 9 to 10 Days.

STEAMSHIPS. CAPTAIN. LEAVING.

"HAICHING"
| "HAITAN" | Capt. J. W. Evans | TUESDAY, 3rd Jan, at 11 A.M. |

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIYANG"
| "HAIYANG" | Capt. A. E. Hodgins | SUNDAY, 1st Jan, at 10 A.M. |
The s.s. "Haiching" will not call at Swatow.
Steamers will arrive at and Depart from the Company's Wharf (near Bleke Pier).
For Freight and Passage apply to—DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 29th December, 1910.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., via MOJI, KOBE, YOKOHAMA,
HONOLULU, MANZANILLO AND SALINA CRUZ (Mexico).
1911.

S.S. KIYO MARU	11,200 tons gross	Sail Feb. 18th.
S.S. BUTO MARU	10,500 "	April 19th.
S.S. HONGKONG MARU	11,000 "	June 17th, at Noon.
S.S. KIYO MARU	11,200 "	Aug. 15th, at Noon.
S.S. BUTO MARU	10,500 "	Oct. 14th, at Noon.
S.S. HONGKONG MARU	11,000 "	Dec. 13th, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, King's Building.
4031

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND

RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest

and fastest route, from the Pacific Coast to Chicago). Taking

cargo on through Bills of Lading to all Overland Common Points

in the U.S.A. and Canada, also to the principal ports in Mexico,

Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE and YOKOHAMA	"MEXICO MARU"		TUESDAY, 10th Jan., at Noon
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE and YOKOHAMA	"CHICAGO MARU"	6,132	WED'DAY, 25th Jan., at Noon

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage
Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low
Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention
given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMSAI via SWATOW & AMOY	"DAIGI MARU"	SUNDAY, 1st Jan., at 10 A.M.
ANPING via SWATOW & AMOY	"SOSHU MARU"	WED'DAY, 4th Jan., at 8 A.M.
SHANGHAI via SWATOW, AMOY & FOCHOW	"CHOSHUN MARU"	THURSDAY, 5th Jan., at 8 A.M.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local
Branch Office, at Second Floor, No. 1, Queen's Buildings.S. HIROI,
MANAGER

[608]

PHILIPPINES S.S. CO.

STEAMSHIP. TONS. CAPTAIN. FOR. SAILING DATE.

RUBI
| ZAFIRO | 4000 | E. Rice | Manila, Cebu & Cebu | On 11th Jan, 4 P.M. |
| | 4000 | E. Rice | Manila, Cebu & Iloilo | On 25th Jan, 4 P.M. |

For Freight or Passage apply to SHEWAN, TOMES & Co.

General Managers. PHILIPPINES S.S. CO. [12]

Hongkong, 23rd December, 1910

HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO,

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British

Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean

Levantine, Black Baltic Sea and Ports, and all North and South America Ports.

NEXT SAILINGS FROM HONGKONG:

HOMeward.

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:

S.S. SLAVONIA
S.S. SEGOVIA	12th Jan.
S.S. SAMBIA	28th Jan.
S.S. SILESIA	10th Feb.
S.S. PREUSSEN	27th Feb.
S.S. RHEINFELS	12th March

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office.

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Hongkong, 29th December 1910.

O. B. ICE

Made from distilled water only. Quadruplicate

filtration. Absolute purity assured. Plant open

to inspection at all times.

ORIENTAL BREWERY, LTD., H

BREWERS AND MANUFACTURERS OF ICE.

DEPOT: 55 & 57, DES VUEX ROAD.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.

STEAMERS. TONS. SAILING DATE.

KAGA MARU

Capt. M. Hagino, 7,000

WED'DAY, 4th

Jan., at Daylight

ATSUTA MARU

Capt. Wm. Thompson, 9,000

WED'DAY, 18th

Jan., at Daylight

HITACHI MARU

Capt. N. Matheson, 7,000

WED'DAY, 1st

Feb., at Daylight

KAMAKURA MARU

Capt. J. Nagao, 7,000

SATURDAY, 28th

Jan., from Kobe

INABA MARU

Capt. K. Kawa, 7,000

TUESDAY, 3rd

Jan., at Noon

TAMBA MARU

Capt. K. Sato, 7,000

TUESDAY, 31st

Jan., at Noon

NIKKO MARU

Capt. M. Yagi, 6,000

FRIDAY, 20th

Jan., at Noon

KUMANO MARU

Capt. M. Winkler, 6,000

FRIDAY, 17th

Feb., at Noon

BINGO MARU

Capt. S. J. G. Parsons, 7,000

TUESDAY, 3rd

January

MIYAZAKI MARU

Capt. Murai, 9,000

THURSDAY, 5th

Jan., at 5 P.M.

KUMANO MARU

Capt. M. Winkler, 6,000

WED'DAY, 18th

Jan., at Noon

CEYLON MARU

Capt. Fred. Pyno, 6,000

THURSDAY, 19th

January

Fitted with New System of Wireless Telegraphy. 1 Cargo only. * Carries Deck Passengers.

PASSENGER SEASON. 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

To MARSEILLES and LONDON via SUEZ CANAL.

RATES OF PASSAGE.

Steamers. Tons. Leave H.K.

MIYASAKI MARU

9000 15th Feb.

KITANO

9000 1st Mar.

IYO

9000 15th

HIRANO

9000 23rd

TANGO

9000 13th April

KAMO

9000 26th

AKI

9000 10th May

MISHIMA

9000 24th

VICTORIA, B.C. & SEATTLE, WASH., U.S.A.

RATES OF PASSAGE.

Steamers. Tons. Leave H.K.

AWA MARU

7000 28th Feb.

INABA

7000 28th Mar.

TAMBA

7000 25th April

AWA

7000 23rd May

For further information as to Freight, Passage, Sailings, etc., apply at

13-125] T. KUSUMOTO, MANAGER.

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,

BANKERS, & CO.

CHIEF OFFICE: LUDGATE CIRCUS, LONDON, E.C.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and

TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE UNITED PROVINCES OF

INDIA EXHIBITION AT ALLAHABAD, 1910/11, AND

FOR THE TURIN EXHIBITION OF 1911.

Head Office for the Far East: 16, DES VUEX ROAD, HONGKONG.

Japan Office: 32, WATER STREET, YOKOHAMA.

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BEKANTMACHUNG.

Die amtlichen Bekanntmachungen des

Kaiserlich Deutschen Konsulats in

Canton werden während des Jahres 1911 im

OSTASIATISCHEN LLOYD, der CANTON WEEKLY

News und auch Bedarf auch in der HONGKONG

DAILY PRESS veröffentlicht werden.

KAISERLICH DEUTSCHES

KONSULAT.

Canton, 15. Dezember, 1910. [1403]

BEKANTMACHUNG.

Die Bekanntmachungen aus dem kaiserlich

Handelsregister, sowie andere gesetzlich

vorgeschriebene Veröffentlichungen werden im

Jahre 1911 durch

den "OSTASIATISCHEN LLOYD"

und "HONGKONG DAILY PRESS"

erfolgen.

KAISERLICH DEUTSCHES

KONSULAT.

Swatow, den 21. Dezember 1910. [1424]

BEKANTMACHUNG.

